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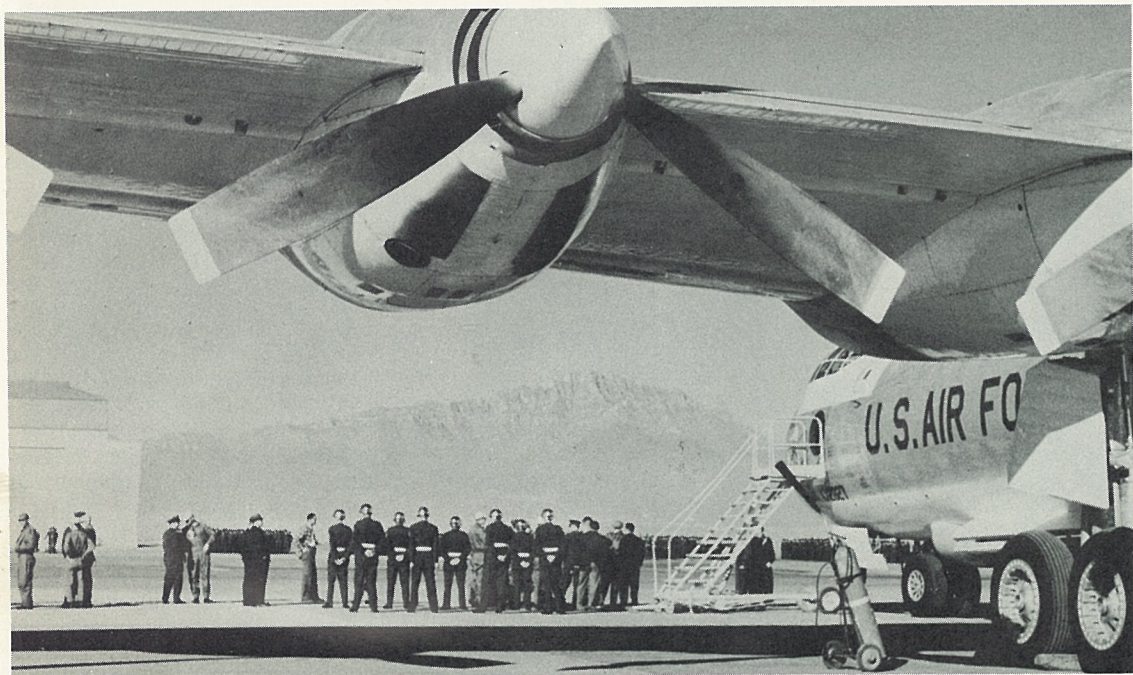
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SAN DIEGO, POMONA AND ANTELOPE VALLEY, CALIFORNIA

DAINGERFIELD AND FORT WORTH, TEXAS



FROM EL PASO—Air Police and last B-36 crew watch as airmen at Biggs Air Force Base, El Paso, prepare to pass in review to trigger B-36 takeoff for Fort Worth. In background, Franklin Mountains.

Last B-36 Comes to Rest At Air Terminal Shrine

USAF officers and airmen, steel-tough after years of rigorous SAC duty, would be the last to admit that they're sentimental softies.

But the SAC men who flew the last B-36 on its last flight are the first to admit that they viewed the "retirement" ceremonies at Amon Carter Field in Fort Worth Feb. 12 through eyes blurred with an over-abundance of moisture.

To turn the B-36 over to the City of Fort Worth for a permanent memorial, the 95th Bomb Wing crew flew the plane from El Paso after a brief going-away ceremony at Biggs AFB.

Col. Gerald G. Robinson, commander of the 95th, then took the controls of the bomber—the last one built at Convair Fort Worth and the last to fly for SAC—to send it roaring down the runway on takeoff.

Aboard were 22 men—the last B-36 crew, Amon Carter of Fort Worth, and eight representatives of newspapers, radio and television, including a Convairiety staffer who 10 years earlier had flown in a B-36 which took part in a presidential inaugural parade in Washington, D. C.

Official Air Force designation for the last B-36 flight was "Operation: Sayonara," using the Japanese word now known throughout the world as meaning "goodbye."

After the jets were cut off and the props feathered for cruise at 13,000 feet, the smooth purr of the six piston engines and the almost religious-like faith of the crew in the aircraft they had flown so long inevitably led to comments...

Such as this by Maj. Ferd Winter, aircraft commander:

"Each man in the crew agrees that this is the finest aircraft he's ever flown—and all of us have more faith in the B-36 than any aircraft we've ever flown."

Winter sat at the controls re-

viewing the program which would be held when the B-36 landed at Fort Worth. He noted that the last item would be the playing of "Taps." He frowned.

"I wish they'd leave that out," he told Convairiety. "We all feel bad enough now—and I almost broke down in public during that program in El Paso."

At Fort Worth the airplane and the vital role it played for peace over a decade was lauded by half a dozen speakers at Carter Field.

Said Lt. Gen. C. S. Irvine, deputy chief of staff for materiel, USAF headquarters: "The B-36 is the first major weapon system of our time to accomplish its purpose and be retired—without having fired a shot in anger. It kept the peace."

Also praising the B-36 were Maj. Gen. Edwin B. Broadhurst, chief of staff of SAC, and Carter. Like comments were made by Gen. Alfred F. Kalberer, deputy commander of the 15th AF, in the program at Biggs before takeoff.

The last B-36 was being prepared at Carter Field this week to be towed to its last resting place—a place of honor where it will be on permanent public display.

Funds for the concrete apron on which it will rest were donated by the Carter Foundation. Work on the plane itself is being performed by volunteer Convair people whose efforts are being coordinated by Convair Management Club.

Economy Drive Takes Aim on Handling Costs

"We need to handle parts, materials and equipment as gingerly as we do high explosives..."

"If we DON'T, the added costs can blow us sky-high and out of our Air Force contracts. That, in turn, can blast us right out of our jobs—the jobs we need to make payments on our cars, our homes, and to provide us with a measure of security in the years ahead."

That was the comment of Di-



vision Manager Frank W. Davis this week as he studied reports on steps Convair is taking to help employees who handle a daily average of about 300 tons of parts, materials, and equipment.

This handling cost is substantial: more than \$5,750,000 in 1958 that could be directly identified; actually, the total is more. But Convair is taking significant steps to help employees reduce this cost.

Example: this week about a quarter of a million dollars worth of new material handling equipment is appearing all over the plant.

In all, there are 700 more new "live" skids plus accessories designed to improve handling of specific types of items. This brings to a total of more than 2,200 the number of live skids obtained in the past two years.

(Skids, of course, are the platforms on which employees place parts and equipment for moving from one area to another.

"Live" skids are those with wheels. They can be moved by hand, or several can be moved at one time by a tow-truck. "Dead" skids have no wheels. They require hand skid jacks or fork lift

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Major Revision In Effect For CIPs and ESs

Convair Fort Worth's Employee Suggestion and Cost Improvement Proposal programs are undergoing major revisions as a follow-up on the "Ideas to Esenwein" campaign.

Revisions include broadening of rules for eligibility, acknowledgment of CIPs and ESs, immediate installation of ideas if proven good, new types of awards, and the return of rejected proposals and suggestions.

Conrad Kunze, industrial engineering manager, said an employee can now be paid for a job idea within his classification but not in his job expectancy.

The same acknowledgment forms will be sent out for all ESs and CIPs, but now all such forms will be personally signed by the industrial engineering manager.

Supervisors will now take immediate installation action instead of waiting for formal approval of proposals—providing the ideas are good ones.

Certificates of merit for ESs and certificates of commendation for CIPs approved and installed will be awarded under the new plan.

"We have also designed new award emblems in the form of lapel pins, cuff links, tie bars and compacts for approved and installed ESs and CIPs," Kunze added.

Every eligible suggester will receive a sterling lapel pin for his or her first ES or CIP installed after Jan. 1.

In addition, records are to be established from Jan. 1, and cuff links and tie bar set, with this same emblem in gold, will be awarded to each eligible suggester when his total ES savings passes \$10,000 or when his total CIP savings totals \$25,000 (compact for ladies in this case).

Previously, CIPs that fell short of \$100 savings and ESs that fell short of \$50 in savings were not accepted. Now, under the new plan, these proposals will be accepted regardless of the amount of savings.

Previously, CIPs and ESs that duplicated company projects were rejected. But under the new plan, these proposals will be accepted provided the company project has not been approved and actively pursued.

M. J. Scott of the suggestion section says because of necessary time for procurement for certificates and jewelry, the first awards will probably not be ready for 60 days.

Cost-Cutting Ideas Show Big Increase

Employees who answered the division manager's recent appeal for ideas are now encouraged to continue their cost-cutting efforts through normal channels: the Employee Suggestion program and Cost Improvement Proposal program.

"We sincerely appreciate the response," said Frank W. Davis, division manager, "and we now return to the regular channels. We hope employees will be just as active in the future as they have been in the past few weeks."

Since the original appeal (Convairiety, Nov. 12), total of all ideas submitted by employees has increased more than seven times.

"Largely as result of suggestions of employees, we have taken a close look at the entire ES-CIP programs—and have revised them in an effort to provide added encouragement for employees to submit cost-saving ideas, and added recognition for those who do."

Dept. 48 Wins Safety Honor

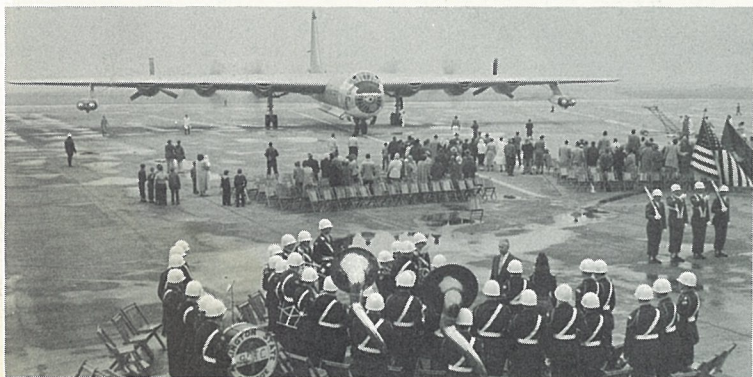
Convair Fort Worth's plant-wide safety banner award for the last quarter of 1958 went to Dept. 48 recently in a brief ceremony. B. G. Reed, assistant division manager, made the presentation.

This and other quarterly awards were presented at a meeting of supervision of factory assembly departments. J. E. Harwell, factory manager, presided.

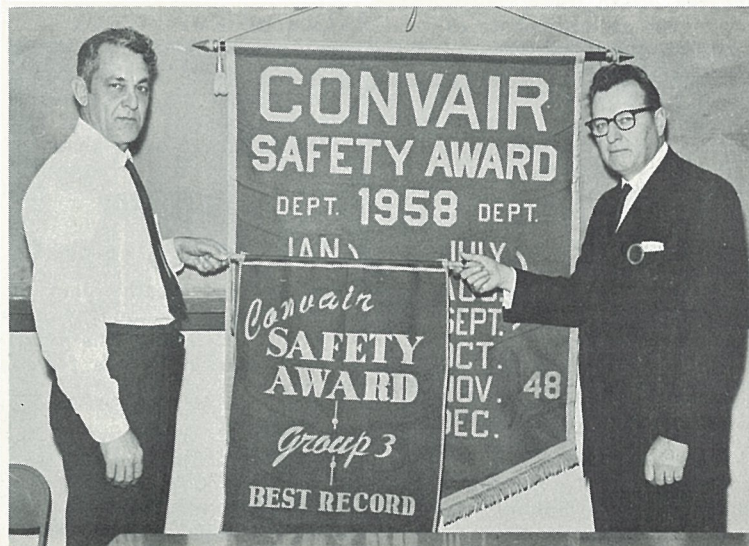
Accepting the plantwide safety banner for Dept. 48 was F. W. Giles, forman. Dept. 48 scored 487 out of a possible 500 safety points last quarter in the factory safety contest.

The contest keeps 36 departments in constant safety competition. The departments are divided into five basic groups and placed with others doing similar work.

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TO FORT WORTH—Two and one-half hours later, last B-36 dropped down through pea soup to land at Amon Carter Field. ROTC band played national anthem as ship taxied toward reception committee.



SAFETY FIRST—F. W. Giles, left, of Convair Fort Worth's Dept. 48, accepts plantwide safety banner and group safety banner from B. G. Reed, assistant division manager.

Underground Facilities Give Atlas Base Look of Simplicity

Vandenberg Air Force Base, ballistic missile training center for the Air Force, and "home" to more than 400 Convair Astronautics employees, is somewhat like a nervous chameleon these days—ever changing.

A multi-million dollar construction and renovation program there brings about a new look almost daily. New homes, offices and work areas, new roads and an almost-complete landing strip are noticeable additions.

Astronautics personnel, members of Dept. 576 under W. F.

Miller, VAFB manager, are also seeing constant changes. Their area recently received new gravelled parking lots. Office buildings have been partitioned and otherwise improved.

However, the "business end" of Vandenberg, the launching site for ballistic missiles like the Atlas ICBM, probably show the most advance.

A good example is the first launching site for the Atlas. It is called "Launch Complex 65-1" or simply "65-1" by Astro people. It is located on a sloping

hilltop overlooking the Pacific Ocean some 300 miles north of San Diego. Across a wide valley is "Launch Complex 65-2," another Atlas facility under construction.

To the observer accustomed to the facilities at test base operations at the Atlantic Missile Range in Florida, Missile Static Test Site and even Sycamore Canyon in California, Vandenberg offers some startling contrasts. It appears to be a model of simplicity. Missing are the array of fuel tanks, support

buildings and many other separate structures. At Vandenberg these are underground.

"65-1" consists of three launching sites (Pads A, B and C) set in a triangle and centered by a single blockhouse. Each pad is about 1,500 feet from its neighbor. A single set of instruments and controls in the blockhouse can be utilized for all three pads. Arm-like covered runways containing wiring and cables stretch from the blockhouse to each pad, going underground as they near the actual launch site. A single

tower stands near the blockhouse to hold television cameras.

Each pad consists of a huge concrete platform, much longer than it is wide. Walking out on this ramp-like structure is much like moving along the flight deck of an aircraft carrier whose bow is anchored on land. Near the highest end is a gantry tower mounted on rails. Below it is the launch mechanism and below that a flame bucket leading to concreted canyons below. Underneath the platform is an unique "built-in" area. It contains rooms for offices, rest rooms, fuel tanks, instrumentation terminations, safety devices and storage. Steel doors seal off these areas at launch time. An elevator climbs up one side of the gantry tower. There are spaces for checkout trailers, floodlights, camera installations and other equipment outside. Over a nearby hill is a power station.

The blockhouse is also in contrast to similar equipment at other test bases. It, too, is simple (at least, by comparison).

"To better understand our facilities it is necessary to know the basic operational differences between this and other test bases," Miller said.

Other Astro-operated test facilities are geared to research and development. To get a clear picture of how each system and component functions requires elaborate instrumentation and recording devices. These are found both on the missile and launching facilities. And to check and recheck this equipment is a time-consuming project. As a result, countdowns are lengthy, often extending over many hours.

However, the end justifies the means, since by these development tests Convair is able to determine necessary changes in the missile and its support equipment. The ultimate goal is to present the Air Force with a "debugged" weapon system, one ready for action at all times.

"At Vandenberg we concentrate on the operational," Miller explained. "That is, we are installing facilities like those Air Force men will handle when they take over operational bases. We are presenting the Air Force with a proven system, one ready for instant use."

Toward this end, Vandenberg is contemplating countdowns in terms of minutes, not hours!

Another unusual aspect of Vandenberg operations calls for "one-of-three" programming. Here's how it works:

A complex, like 65-1, will have three Atlas missiles ready for firing. Countdowns started on one pad will be carried swiftly through to launch unless something happens. If there is evidence of malfunction, that countdown will halt immediately. Launch control will be swung to another pad and a second countdown started.

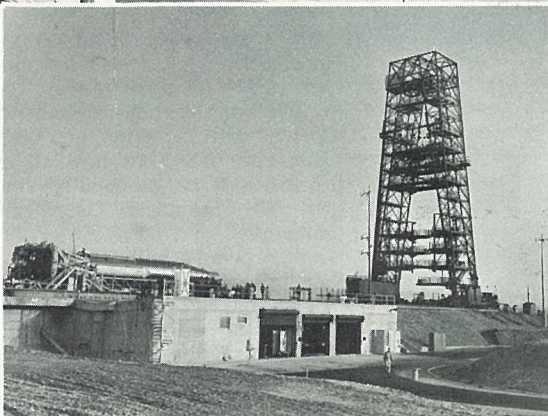
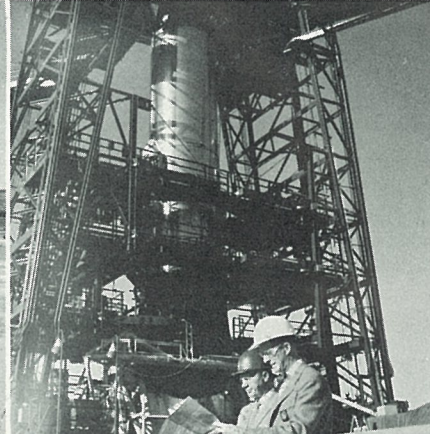
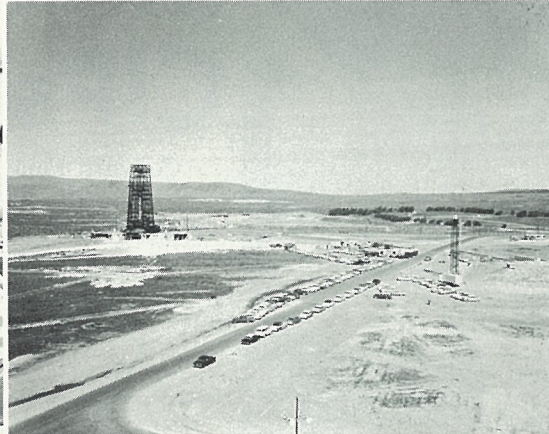
"Naturally, investigations will follow malfunctions. If major corrective work is needed, the missile will be removed and another erected in its place," Miller said.

"But our primary effort will be directed toward activating a facility that can be used to fire one or more missiles."

Vandenberg AFB is a ballistic missile training base responsible for bringing together and training future operational crews. At the same time it will help establish initial operational capabilities for the Atlas and all its support equipment.

Future Air Force missile crews have been training at Convair Astronautics for some time. In April the first major "graduation" occurs. Officers and technicians will emerge with a thorough training in individual systems and components. They then move to Vandenberg for further training. Called Integrated Weapons System Training, the program will weld together the individual skills of the men into compact crews.

All training of Air Force personnel is the responsibility of Astro's product support.



ATLAS TRAINER—Vandenberg AFB missile training center, home for 400 Astronautics folk, is developing rapidly. Top center, taken from atop gantry tower, shows bird in another tower, with blockhouse at right. Below, center, is tower up close, illustrating how fuel tanks, etc., are underground. At top right are G. A.

Calvert, chief of product support, and W. F. Miller, Astro base manager at Vandenberg. Below left, Col. W. S. Rader, commanding 704th Strategic Missile Wing, and Col. J. J. Easton, commanding 576th Strategic Missile Squadron, are in blockhouse with Calvert and R. J. Meeker, principal field service engineer.

Annual Retirement Plan Statement Explained in Simple Language

You'll receive your annual retirement plan statement this week—if you're one of the approximately 18,000 Convair Fort Worth employees in the plan.

The words below explain some of the high points of the statement. If you have further questions, check with your supervisor. If he cannot answer your questions, ask him to make an appointment for you to talk with a retirement representative in employee services section.

WHAT STATEMENT TELLS

The statement you receive tells you these things: what added retirement benefits you built up in 1958, and what your monthly benefits would be if you were 65 and retired now.

(If you are not 65 now, what you will receive upon retirement at that age, of course, will depend upon how long you were in the plan and your level of earnings in that period, and other factors.)

First, a few words on statements received by hourly employees, after which will follow comments on statements of covered salaried employees.

HOURLY EMPLOYEES

All full-time hourly employees are covered by the retirement plan. They pay no money for this plan. The company pays all costs.

The statement hourly employees receive first identifies the employee. After that, there are three columns. The figures in each column are explained as follows:

1. "Months of credited service during past year." The monthly benefit you receive when you retire is based partly on the months you worked which are credited to your account. This column simply shows you how many months' credit you added in 1958.

If you were credited with 1800 hours or more, you added a full year's benefit. If the figure is less, you added one-twelfth of a

year for each 150 hours' credit.

2. "Monthly benefits resulting from service during past year." This column is further divided into two sections, "base" and "excess."

In the "base" column, you will find \$1.75 if you added a full year's credit. This means that your monthly benefit at retirement is \$1.75 a month more than it was a year earlier.

Under the word "excess," you find another figure. This is the monthly benefit added to your retirement benefit payment over and above the "base" figure. The "excess" figure is 1½ per cent of all base wages above the Social Security base of \$2.02 per hour. But, with these exceptions: excluding first year of continuous service, and excluding any years prior to your 25th birthday. Then comes the last column.

3. "Monthly benefits payable at age 65 based on service to end of past year." This is the benefit you would receive monthly if you were 65 today—and retired today.

SALARIED EMPLOYEES

Salaried employees may choose whether to build up benefits in the retirement plan—if they are between 25 and 65 years of age, and if they have more than one

year's continuous service.

But salaried employees pay a portion of the cost under their plan. The company pays the rest.

Salaried employees also find three groups of figures on the statement. The groups of figures are explained as follows:

1. "Employee contributions." The first figure shows the total you paid from the time you entered the plan up to Dec. 21 (end of the plan year)—plus interest. The second figure shows what you paid in 1958 up to that date.

2. "Monthly benefits resulting from contributions paid during past year." There are two figures here, too. The first shows the "base." That amounts to \$2.45 for all salaried employees in the plan who made \$350 a month or more. You get this at no cost to you. It means your monthly benefit upon retirement at 65 is \$2.45 a month more than it was a year earlier.

The second figure shows the dollars added to your monthly benefit as a result of Convair's payments plus your own payments during 1958. It amounts to two per cent of that part of your salary over \$350 a month. The word "salary" here means the salary you were receiving on Dec. 23 of 1957.

3. "Monthly benefits payable at age 65 based on contributions to end of past year." This is the same as item 3 in the hourly plan explained above. It means the amount of benefits you would receive if you were 65 and retired today.

To repeat, what you actually will receive upon retirement at age 65 will depend upon how long you have been in the plan, and the level of your earnings during that period.

(All Convair retirement plan benefits are, of course, in addition to any Social Security payments you may receive. For information, see *Convairiety*, Jan. 21, 1959.)

Veteran Inspector For AF Retires

Convair Fort Worth's Jack W. Ingram, Air Force quality control inspector, retired this month after 30 years with the federal civil service.

Ingram was surprised with a brief retiring ceremony in the office of Col. Leonard R. Hall, Air Force plant representative.

He came to Convair Fort Worth in 1948 and previously worked in the San Antonio air depot and the midwestern procurement division office in Dallas.

Simpler Wing Panel Designed

A new simplified design for production of B-58 wing panels—one which design engineers believe will be both better and less costly—was under intensive study this week at Convair Fort Worth.

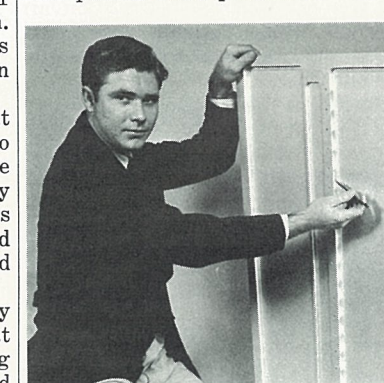
The new design, in the opinion of engineers, will give B-58 wing panels improved heat resistant characteristics, in addition to providing savings in time and money.

The secret is in the development of the one-piece integral skin-slug combination panel.

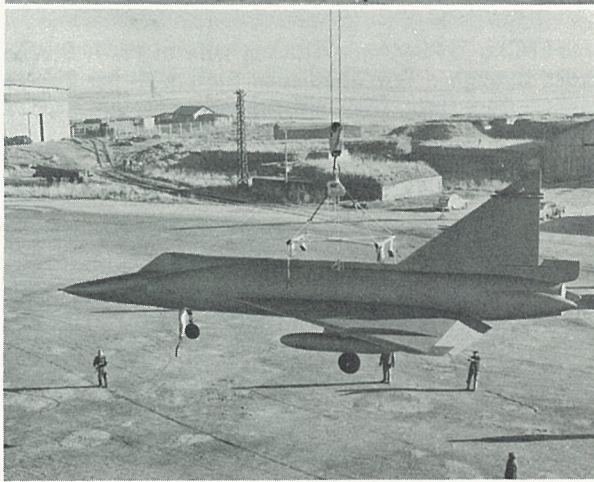
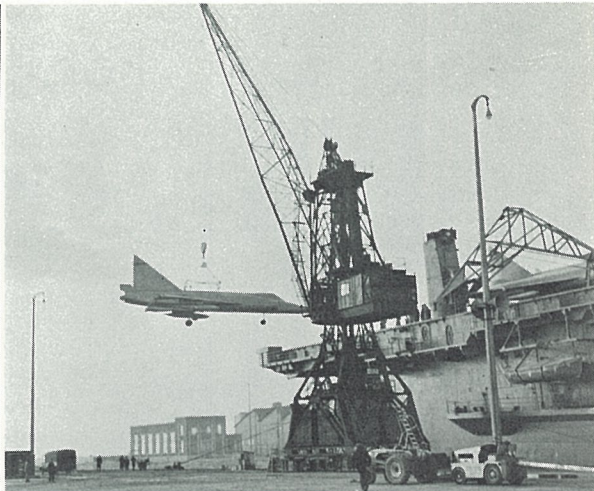
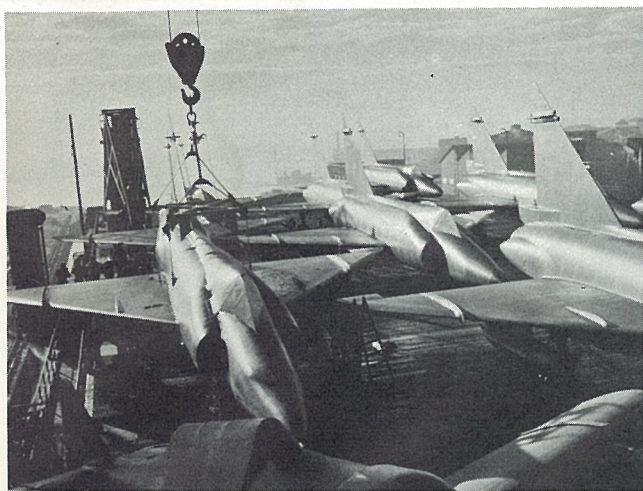
In the new panel, one piece of metal is etched chemically in such a fashion that one surface becomes a skin, according to M. S. (Marv) Howeth of manufacturing research.

Cross members remain to form the slug. Inside these, honeycomb is fitted to provide the core. Then all that remains is to attach a single skin to complete the panel.

D. L. Allie, senior manufacturing research engineer, said that with the new method, contour panels can be manufactured, while with the old method only flat panels were possible.



NEW DESIGN—New one-piece integral skin-slug combination wing panel designed at Convair Fort Worth for B-58 is shown here by M. S. (Marv) Howeth of manufacturing research.



F-102S REACH EUROPE—First Convair jet interceptors to be based on foreign soil were unloaded from Navy aircraft carrier "Croatan" at St. Nazaire, France, last month. At lower left, F-102As and TF-102A trainers are "decocooned" from protective covering at Sud Aviation hangar before being flown to Bitburg Air

Base, Germany, where they will be attached to 525th Fighter-Interceptor Squadron of 86th F-1 Wing of USAF Europe. Shown in lower center (left to right), Maj. B. H. Barton; Lt. Col. R. S. Brown, commander of 525th FIS; Col. C. M. Young, commander of 86th F-1 Wing; and Maj. J. B. Anderson.

Scale Models Explain B-58 Ground Support

A scale model of the B-58 Hustler bomber, complete with scale model ground support equipment, is helping the Air Force in Washington this month to create a better understanding of today's sophisticated weapon systems.

It is the second year in a row for a Convair product to be chosen for this purpose. Last year it was the supersonic F-106 all-weather interceptor being produced at Convair San Diego.

Since it would be impossible to wheel a B-58 and its ground support equipment through the halls of Congress and the Pentagon, scale model displays created at Convair Fort Worth are being used by Air Force teams doing the job.

"This, in my opinion," said J. T. Cosby, B-58 program director, "is because Convair people at San Diego and Fort Worth are creating the most advanced weapon systems of our time. And it is an honor that we're tagged to help out."

To understand today's weapon systems, including their ground support equipment, takes only a quick look back into the history of aircraft.

"There was a time," Cosby explained, "when an airplane was almost wholly self-contained. It carried with it—in flight—almost everything it needed."

"When the pilot was ready to take off, a ground crew member swung the prop to start the engine—and that was it."

But today's sophisticated weapon systems are as different from that as a crystal radio differs from a 1959 TV.

To give the aircraft maximum

speed, altitude, range, and target-hitting capability, everything not absolutely needed in flight is left on the ground, and that's ground support equipment.

Today's super-systems for bombing, navigation, reconnaissance and so on require testing before missions to make certain they're operating as they should. So ground test equipment is built to do the job.

"To check out such a system," says Cosby, "the test equipment must be 'smarter' than the system itself. Further, the test equipment must have built-in feedbacks so it can check on itself."

To broaden understanding of these new concepts in today's advanced weapon systems, Air Force teams are making presentations in the Department of Defense and before congressional committees.

For this purpose they use scale models.

The models were built by employees of FW Dept. 82, according to G. C. Gann, assistant foreman. Using the models, then, complete displays were created by employees in illustrations section, according to Johnie Herbert, supervisor.

The models, including some 18 different ground support items, were taken to Washington by O. N. Shivers, assistant project engineer.

They illustrate equipment used when the B-58 is on alert status, when it is given a periodic maintenance inspection, when a pod is being loaded, and when other necessary operations are being performed.

Tiny Airport Aids Customer 600 Briefings

First orientation course on the Convair 600, sister ship to the 880, will be presented to American Airlines the middle of next month.

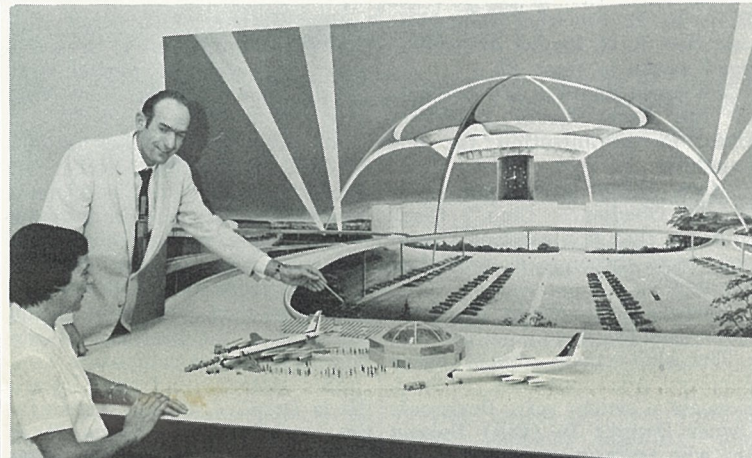
A team of field service representatives will go to Tulsa, Okla., American's headquarters, to brief management personnel on the latest developments incorporated in the 600. First Convair 600 is expected to be delivered in June, 1961.

Glen Arner, Harry Addis, and John Nowak of customer service (Dept. 15-4) will be equipped with one of the group's latest visual aids, a large diorama realistically showing the 600 and 880 at a typical airport. Models and tiny figures, all made at the Convair SD plant, demonstrate the ground-servicing technique and turn-around capability of Convair's jet transports.

Customers will be shown graphically (with time recorded on a tower clock) how the streamlined servicing is designed to get planes off the ground in the minimum of time (25 minutes). All servicing is done from the right-hand side of the plane and all passenger loading and unloading from the left-hand side.

Twelve men in the field service group, supervised by R. K. Hall of transport service, have already taken comprehensive 880 information to TWA, Kansas City, Mo.; Delta Air Lines, Atlanta, Ga.; Capital Airlines, Washington, D. C.; and the Japanese Airlines at Tokyo, Japan.

Trips are being planned farther afield to bring the same data to



DIORAMA—Glen Arner of Convair SD transport service points out to Mary Applegate ground-servicing advantages of Convair's new jet transports, 600 and 880, with realistic airport diorama used in customer training.

customers in other parts of the world—Swissair and SAS in Europe; Real in Brazil and Transcontinental in Argentina by this fall.

At home, the courses have been given on a trial basis to Convair SD personnel in educational services, production flight, service parts, and provisioning customer representatives.

These condensed courses given to customer planning and management people at customers' headquarters are of about 12-hr. in length, or approximately a week's duration, explained Don Maxion, in charge of the customer training program.

"We emphasize Convair's own special developments and unique designs, instead of dwelling on conventional features common to every aircraft," said Maxion.

For instance, Scotchweld bonding is explained in detail, and advantages of the integral fuel tanks, and, in the case of the 600, the General Electric CJ-805-21

engine which will provide higher thrust and lower noise level, and the anti-shock bodies on the wing to reduce drag from shock waves.

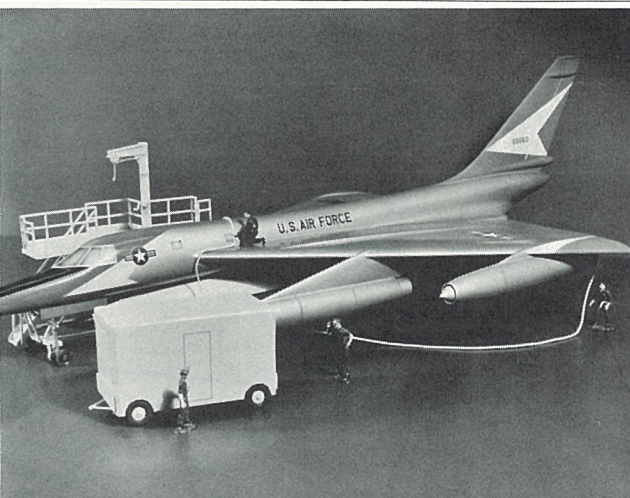
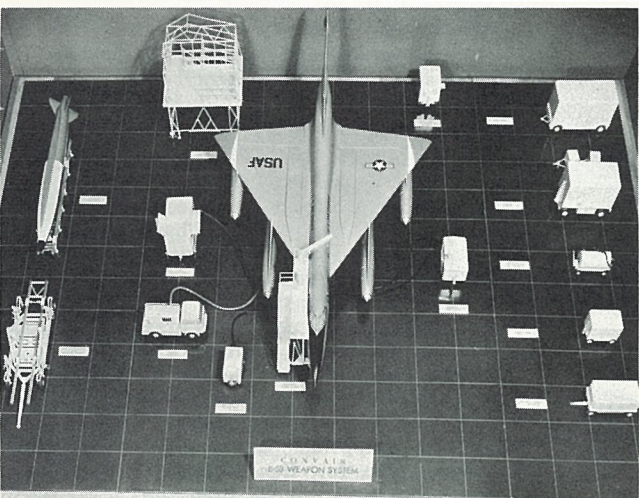
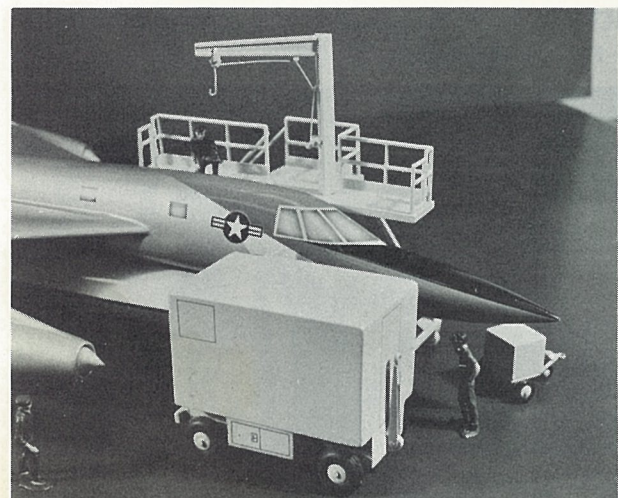
Orientation handbooks, visual aids, diagrams and drawings, and tape recordings are compiled in the SD section to supplement all lectures.

When the full-length maintenance training program starts for 880 customers this summer in the new training area in Bldg. 4, Plant 1, it will be a 240-hr. course extending over six weeks' time. Specialists from TWA will be arriving about mid-summer.

The program is set up as a part of the customer service department under L. J. Bordelon, chief of transport service.

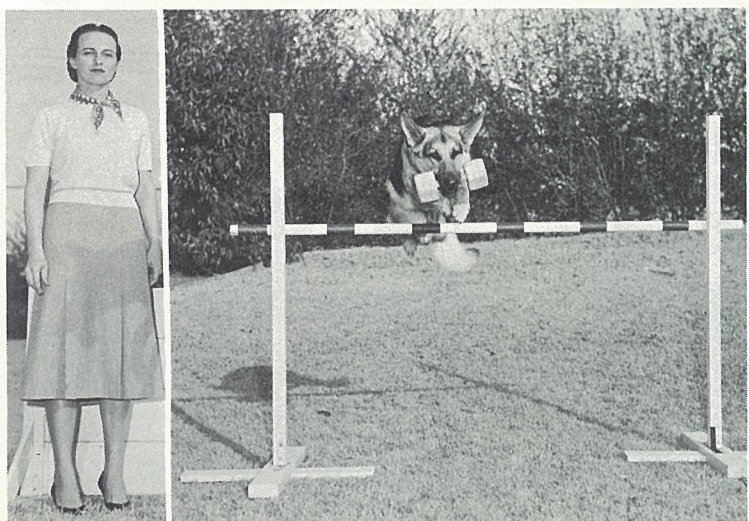
BENNER ASSIGNED TO ENGINEERING

P. M. Benner, chief of inspection at Convair SD Plant 2, now is assigned to SD engineering under Convair's executive development program.



PENTAGON ASSIGNMENT—These models of B-58 and ground support equipment have been helping USAF explain weapon system. In center is airplane with

units normally needed for support. At left is bombing-navigation mobile test set. At right defensive electronic counter-measures system test set is in place.



FETCH, TIA!—Anna Stucker, wife of H. T. Stucker of Dept. 6-1, goes through a few obedience tricks with her 2½-year-old German police dog, Tia. They are preparing for an AKC show slated for March.

Seven From Convair FW Qualify For 'Expert Dog Handler' Title

Seven Convair Fort Worth people have been "in and out of the dog house" lately—and at the same time have remained on good terms with their better halves.

The seven are all dog trainers preparing for the American Kennel Club show in March.

These include C. H. Buse, Dept. 19-4; Ann Gillespie, daughter of Paul Gillespie of Dept. 6-2; J. M. Clark Jr., Dept. 6-1; Mrs. H. T. Stucker, whose husband works in Dept. 6-1; Rex Robinson, Dept. 22-4; R. E. Finch of Dept. 6-1; and Mrs. R. B. Morse, whose husband works in Dept. 22.

All seven trainers are members of the Fort Worth Obedience Club, an organization for dog handlers.

"One thing about the Fort Worth Obedience Club," Clark said, "is that you can't join until you have become a proficient handler."

Purpose is to train the handlers—not the dogs.

The club meets almost every Sunday afternoon at Dobson Kennels, south of Benbrook. Owner Dwight D. (Bill) Dobson Jr., who trains youngsters at the Children's Museum in the spring and fall, acts as instructor.

According to Mrs. Stucker, there are actually four degrees that the canines may work toward.

The first is recognized as the "companion dog" or CD degree. In order for a dog to fall in this category, he must be able to do a figure eight, stand for examination, sit for one minute, remain down for three minutes, recall, heel on and off and stop and sit down.

Second degree canines get the CDX or the companion dog excellent title. Here the dog does more advanced tricks off leash and drops on recall as well as retrieves a dumbbell. He also does high jumps, broad jumps, remains down five minutes and sits three minutes with his handler out of the room.

Dogs in the third or utility dog (UD) category must heel off

leash, work with hand signals, perform directed jumping, be able to seek through scent distinction, etc.

The fourth degree is for the tracking dog.

Degrees are won at AKC shows. Dogs must compete and make a passing grade in three shows.

Digital Computer Specialists Meet

Ben Ferber of Convair SD's digital computing lab is presiding over a meeting of digital computing specialists in New York City this week (Feb. 17-20).

As president of the national SHARE organization, Ferber will conduct the convention sessions to be attended by approximately 300 people representing more than 100 computing centers. SHARE sets standards and pools working efforts so that computing groups can achieve the best use of certain IBM digital computers.

Also attending from Convair SD is Dr. C. J. Swift. Astronautics sent Dr. P. E. Lewis, T. R. Dines, and D. B. Parker. Two delegates each were to represent Convair Fort Worth and Electric Boat Division.

Convair Arranging Tours of 880 Line

Convair SD's field representatives are being progressively called home from their posts in various parts of the world to become familiar with the 880 and to help with the indoctrination of customers at home base before going back into the field again.

Besides their formal presentations, members of the training sections are often called on for lectures on specific phases of the 880 on behalf of other Convair departments. They also assist in plant tours for visiting groups and always have a big welcome sign out for anyone who wants to learn about Convair's latest product.

Orphan Boy From Korea Adopted by Convair AV Family

Although Korea and Antelope Valley are far apart in both distance and customs, a charming little 2½-year-old boy has bridged both gaps to make himself at home with a Convair family.

The distance was bridged by a 22-hour flight from Korea aboard a Northwest Orient Airlines plane, and the transition from life in a Korean orphanage to life in an Antelope Valley home was easily accomplished with the aid of a new father, mother, two sisters and a brother.

On hand to greet their newly-adopted son and brother when he landed at Los Angeles International Airport at 5 a.m. Jan. 15 were Mr. and Mrs. Bruce Sunde and their three children, Sally, 9; Sandy, 6; and Bruce, 3½. Sunde is in charge of special projects at Convair Palmdale facility.

The newcomer, whose Korean name, Duk Su-Lee, was changed



VISITOR—Mr. and Mrs. Bruce Sunde with newly-adopted son, Michael Benedict. "Ben" is making himself at home at Sunde's desk in Convair Palmdale, Dept. 324.

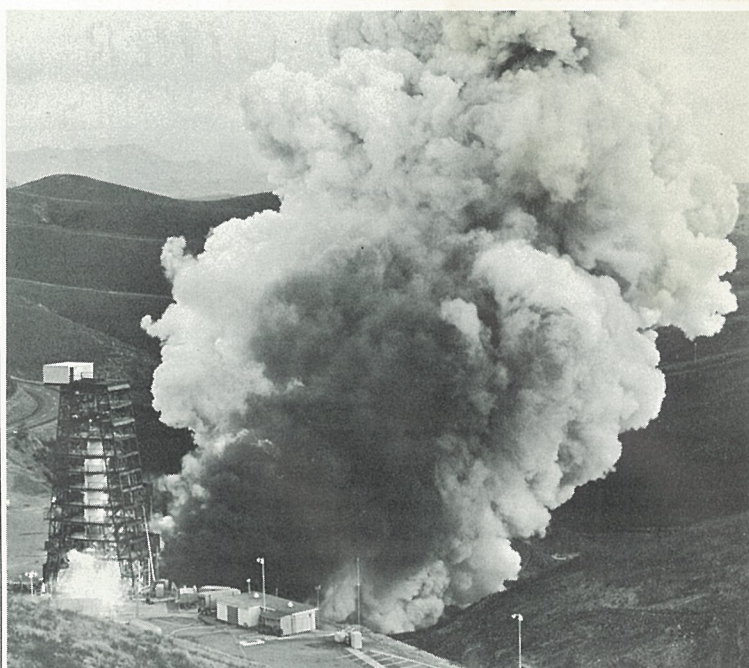
to Michael Benedict when he was christened at a Catholic orphanage in Po-Hang, Korea, has been nicknamed "Ben" by the Sundes. He is the child of an American father and Korean mother and has been cared for at the orphanage since he was six months old.

His adoption by the Sundes was arranged through the Catholic Welfare Bureau. Ben and 11 other orphans en route to new homes in the United States traveled as far as Seattle in the care of a Catholic nun. An airline official took Ben under his wing for the Seattle to Los Angeles flight.

Sunde describes his new son as a bright and cheerful child in good physical condition. The youngster has adapted himself readily to his new surroundings, enjoys American food, and in just a few days time had already picked up quite a number of American words such as "Hi," "Mama" and "Daddy." He is particularly adept at the good old American custom of shaking hands and saying, "How are you?"

Sally, Sandy and little Bruce (none are adopted) are proud of their new brother and find him very entertaining, Sunde stated.

Ben's arrival culminated a waiting period of two years during which the Sundes were seeking to adopt a Korean orphan. The expiration of the Refugee Law and the requirement for registration when the new law went into effect accounted for part of the delay, Sunde explained, and a further postponement resulted when a child previously selected became unavailable for adoption. The actual waiting time for Ben was just eight months from the time the Sundes were provided with a brochure describing and picturing the little boy.



CLOUD MAKING—Unusual weather conditions, plus an unusually long Atlas engine run (4 to 5 minutes) recently at Astronautics' Sycamore facility produced cloud that hovered overhead for long time.

University of California Extension Faculty Includes 25 San Diego and Astro Instructors

Twenty-five Convair San Diego and Astronautics engineers and mathematicians are included on the faculty of the University of California Extension's spring program.

From Astronautics are: Jack J. Block, training specialist; Carl G. Erickson, senior electronics engineer; Edward M. Getzoff, mechanical engineer; James J. Herman, senior electronics engineer; John E. Leib, senior dynamics engineer; Philip J. Swanson, group engineer; E. Ward Cheney Jr., senior research engineer; Allen A. Goldstein, design specialist; James F. Haskins, senior research engineer.

Also Ta Li, design specialist; Jack M. Maughmer, design

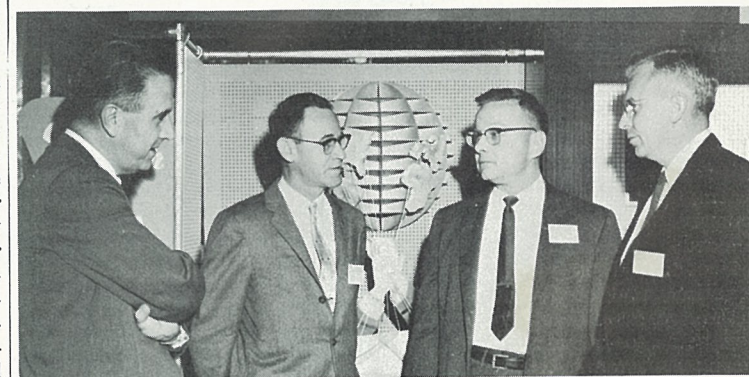
specialist; K. Leon Montgomery, research engineer and P. Jerome Short, mathematician.

Convair SD instructors are: Harry G. Cooper, numerical control engineer; Glen M. Dodd, senior electronic engineer; Robert M. Kuhns, assistant flight test group engineer; Samuel A. Milliken, senior dynamics engineer; Ching H. Yang, senior dynamics engineer; Hideo Yoshihara, head, theoretical aerodynamics.

Also Lester Kraus, design specialist; Leo Lapidus, senior research engineer; James P. Mitchell, research engineer; Theodore Rubin, senior research engineer; Charles J. Swift, design specialist; David B. Medved, design specialist.



FIRST LOOK—First photograph of Atlas missile assembly line at Astronautics plant was released this month.



CONFEREES—Discussing some of sessions at recent 38th Air Force-Aircraft Industry Conference are, left to right, Joseph J. Alkazin, Howard R. Kennedy, both Convair San Diego; William F. Funk, Convair Fort Worth, and Charles S. Brandt, Convair SD.



"When you got married and had six kids, I thought you had settled down . . . now what's this I hear about your needing more money?"

NEWS FROM OTHER DYNAMICS DIVISIONS

General Dynamics Corporation, created in April, 1952, as successor to Electric Boat Company, is composed of six divisions and a Canadian subsidiary, Canadair Ltd. of Montreal, airframe builders. The divisions are:

Convair, head offices at San Diego, Calif., aircraft, missiles and space systems.

Electric Boat of Groton, Conn., submarines.

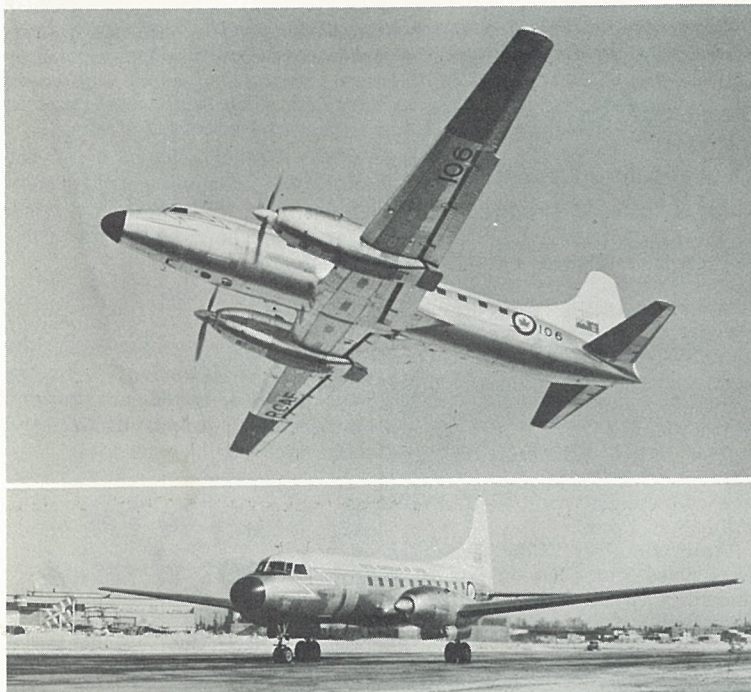
Stromberg-Carlson, of Rochester, N.Y., telecommunications, electronic equipment.

Liquid Carbonic of Chicago, Ill., carbon dioxide producer, industrial and medical gases.

General Atomic of San Diego, Calif., nuclear research, development, production.

Electro Dynamic of Bayonne, N.J., electric motors, generators.

* * *



FIRST FLIGHT—Canadair's first pre-production 540 (a Convair 440 converted to turboprop power) flew Feb. 2 at Montreal.

BALL AND TICE GET ASSIGNMENT TO AID CANADAIR ON 540

SAN DIEGO—Two Convair SD men left last week for Montreal, Canada, to assist Convair's sister division, Canadair Ltd., in its turboprop program.

Homer Ball (Dept. 135) and Harvey Tice (Dept. 145) will be at the Canadair plant from three to six months to work with the people on the production floor during construction of parts for Canadair's new transports. Ball will assist in the fuselage section while Tice will be assigned to wing fabrication.

Both have had about 15 years experience at Convair SD in their own fields and were chosen as being especially qualified to help with the Canadair 540 and CL-44 program as it moved into production.

Only other Convair SD man now at Canadair is J. W. Dugan, engineering representative, who has been there since last April. John Ready, who assisted the engineering project office; E. L. Brown, quality control representative; and Ash Bishop, tooling representative, returned home before the first of the year after several months at the Canadian plant.

* * *

NEW WIND TUNNEL TO TEST RAMJETS

GROTON—A high speed wind tunnel is being built here by General Dynamics' Electric Boat Division to test ramjet engines for future aircraft and missiles.

Veterans' Hospital Acquires TRIGA For Medical Research

SAN DIEGO — The U. S. Veterans Administration Hospital at Omaha, Neb., has acquired a TRIGA reactor for use in medical research. Dr. Frederic de Hoffmann, general manager of General Atomic Division, announced.

Although General Dynamics' versatile and inherently safe TRIGA research reactors have been selected for use on five of the six continents, the TRIGA to be installed in Omaha will be the first to be used specifically for the advancement of medical research. The reactor will be a below-ground model with a nomi-

Canadair Flies '540' Turboprop

MONTREAL—Canadair's first pre-production 540 flew for the first time here Feb. 2.

It was in the air for three hours on its maiden flight with William Longhurst, Canadair's chief experimental test pilot, at the controls. Takeoff run was less than 2,000 feet. All-up weight of 48,834 lbs. included full fuel tanks.

This airplane, a Convair model 440 converted to Napier Eland turboprops, will be delivered to the Royal Canadian Air Force on loan. The second converted plane is scheduled to fly next month and the third in April.

* * *

STROMBERG BACKS MUSIC BROADCASTS

ROCHESTER — Programs of recorded symphonic music broadcast over the Northeast FM Radio Network now are being sponsored twice weekly by Stromberg-Carlson Division, according to C. Kenneth Juno, advertising manager of the Special Products Division. The programs feature recordings by the Boston "Pops" Orchestra.

* * *

SALES APPOINTMENTS

ROCHESTER—Appointment of William T. Lucas as manager of navigation systems sales, and Eugene T. Mueller as manager of communications and sonar sales in the Electronics Division of Stromberg-Carlson has been announced.

nal power level of 10 to 100-kilowatts. It will be installed in the basement of the 11-story, 486-bed hospital building.

The hospital is part of a medical center intimately involved in research, teaching and clinical practice, and serves as a teaching affiliate with the University of Nebraska and the Creighton Schools of Medicine. The hospital's Radioisotope Service is engaged in basic and clinical investigations of bio-medical problems. The TRIGA will be under the direct supervision of Dr. Richard Ogborn, chief, radioisotope service.

Reliability For B-58 a Matter Of Early Design

(Editor's Note — This is the third in a series of brief, non-technical articles on some aspects of Convair Fort Worth's program to further improve reliability of the B-58 and other products.)

Where does reliability begin—whether it's in an automobile battery... a B-58 Hustler supersonic bomber... or a hula-hoop?

Start with the ridiculous. The hula-hoop is reliable if it performs the way it's supposed to when you want it to. It's reliable if when you blast off it always goes into orbit around your own private equator.

If it's that reliable, where did that reliability begin? Reliability started when the maker first figured out how he'd make it.

Or take a more serious example—your automobile battery. It's reliable if, every time you want to start your car, it instantly gives you all the power you need.

Now, you can get batteries guaranteed for 12 months, 18 months, or 24 months—depending upon how much you want to pay. Those periods of reliability were designed into the battery before a factory employee began work.

No doubt a battery could be designed with a 20-year guarantee. But it would not be practical because it would be many times bigger, many times heavier, and many times costlier.

So the battery designer finds out how much reliability the customer wants—and how much he'll pay for.

"These are the same design questions that must be answered in the engineering technical design section to establish the initial reliability values of a weapon system such as the B-58," says R. D. Chase, senior aerophysics group engineer.

Chase is responsible for establishing weapon system reliability values in the planning and pre-design phase of all projects at Convair Fort Worth.

Setting reliability values on various parts, components and systems in a weapon system such as the B-58 is a job much like that of an acrobat balanced on one leg of a chair.

If he puts too much weight in one direction or another, he'll go crashing to the floor. A proper balance of reliability among all the various components and systems must be achieved.

So in the B-58 or any other weapon system — just like the hula-hoop—reliability is obtained only by designing it into the product before it is built. Only then will the weapon system give you the same reliability as your car battery—performance when you need it.

Convair-TCU Classes Draw 259 Students To Spring Semester

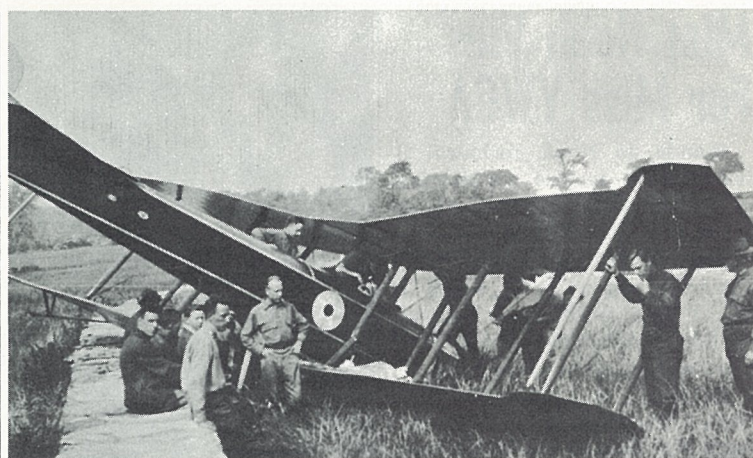
Two hundred and fifty-nine Convair Fort Worth people signed up for TCU-Convair classes during the recent spring semester registration.

In the 10 courses sponsored by the Management Club for its members, 110 registered, while 149 signed for classes sponsored by Convair.

Most popular among Management Club sponsored courses were "Human Relations in Industry," "Mechanics of English," and "Public Speaking."

"Intermediate Algebra" headed the list in enrollment for Convair sponsored classes with 43 students. Next in this group was "College Algebra."

In order to be eligible for a tuition refund on the TCU-Convair courses, students must forward a request 15 days after classes begin to the educational services office. This must be done on form FW-20-11-58 which is available from department clerks.



RECESS—Gallaudet Aviation School trainer is shown at end of a class session. Leo Bourdon, still with Convair, is at left, closest to camera. Below is launching of Gallaudet D-1 seaplane on Thames River, Norwich, Conn., in 1916.



Gallaudet Aircraft, a Convair 'Tributary,' Formed in 1917

(This is the second installment of a continuing history of Convair Division of General Dynamics Corporation. The first, in which the early aircraft development conducted by Edson F. Gallaudet was described, appeared Feb. 4.)

When the U.S. entered World War I, only five American firms had produced ten or more airplanes in their history.

However, when international developments made it clear that large military orders were in the wind, private capital began flowing into the industry. Edson Gallaudet's backing came from J. K. Robinson Jr., president of Ox Fibre Brush Co. of Maryland. The Gallaudet Aircraft Corp. was formed in January, 1917, with Robinson as president, J. G. Crawford, an Ox Fibre executive, as general manager, and Gallaudet as chairman of the board.

A new factory was ready in East Greenwich, R.I. in May of that year. One box car was sufficient to transport the firm's mobile assets from Norwich, Conn.!

Through the balance of that year the company worked on contracts for four Army and two Navy craft. Also in that year the Gallaudet Aviation School was conducted near East Greenwich. Among the students learning to fly was Leo Bourdon, Dept. 99 at San Diego. Bourdon has been with Convair and "tributary" firms for more than 30 years and is Convair's senior citizen in point of continuous service.

Gallaudet's manufacturing pace quickened in January, 1918, upon receipt of a Navy order for Curtiss HS-2 pontoon-equipped biplanes. Production had reached a

plane a day when the war ended Nov. 11.

Gallaudet Aircraft's post-war story paralleled that of most other aircraft manufacturers. All looked in vain for a private market. Gallaudet brought out the "Chummy Flyabout," a two-seat sport machine, and the "Liberty Tourist," called the "last word in travel comfort, stability and beauty of outline."

But buyers weren't there. Conversion work on thousands of DH-4 biplanes became the bone on which the industry gnawed. Gallaudet rebuilt four for the Air Service's first flying expedition to Alaska. The planes left Mitchell Field July 15, 1920, arrived at Nome Aug. 25, returned to a big welcome at Mitchell Oct. 25.

One of the company's most profitable contracts was conversion of DH-4s for postal service.

Richardson Named To Aircraft Board

Lawrence B. Richardson, General Dynamics Corporation senior vice president, was named to the 1959 board of directors of the Manufacturers Aircraft Association at its annual meeting last month.

The Association, composed of representatives of major aircraft companies, administers the patent cross-licensing agreement for the airplane industry in the United States.



"What was th' real simple way ta celebrate th' New Year that yer wife had figured out for ya?"

Miss Noah Vies For Miss YWCA

Wanda Jo Noah, technical illustrator in service engineering, competed in finals last Thursday night for Miss YWCA for 1959.

Final selection was made Thursday night at a dance in the YWCA ballroom. Outcome of the race was not available at Convairiety press time.

Former student at North Texas State College, Miss Noah is presently enrolled in the TCU night school. She was queen in the 1956-57 Fort Worth Cats' baseball queen contest and was Hood county's 1958 entrant for the annual Miss Wool of Texas contest.



WANDA JO NOAH

Is It News?

Is it news? Then grab a telephone and call Convairiety:

Log Book Entries Promotions

Promotions to and within supervision, professional and administrative effective February 2:

Dept. 4: to production change analyst, W. G. Stewart; Dept. 6: to aerophysics group engineer, H. C. Ankenbruck; to design engineer, C. R. Coale Jr.; to design engineer sr., J. B. Frazier, R. D. Stodghill; to design specialist, M. Dandois; to group engineer, G. T. Mann; to project propulsion engineer, C. N. Steele.

Dept. 72: to development project liaison man, D. E. Sessions; Dept. 11: to contract representative, J. P. Prindle IV.

Dept. 16: to industrial engineering supervisor, J. F. Holder Jr., J. T. Jenkins Jr.; to project industrial engineer, W. H. Johnston.

Dept. 21: to production change analyst, J. F. Holaday; to spares general supervisor, J. O. Morrow; to spares representative, R. B. Ensminger.

Dept. 24: to engineering illustrations editor, O. E. Overton; Dept. 64: to assistant foreman, W. B. Kozy, P. Wherley; Dept. 82: to tool manufacturing foreman, G. C. Gann.

Dept. 85: to aircraft maintenance specialist, J. F. Taylor; to customer service engineer, J. D. May; Dept. 89: to procurement representative, D. M. Kirk.

Awards

The following received Employee Suggestion awards totaling \$1658.80 for the period ending January 28:

D. J. Holley; Dept. 6, J. R. Moran, S. A. Barron, E. Winterrowd; Dept. 22, V. B. McBride.

Dept. 31, A. C. Clay, O. P. Riney; Dept. 35, D. P. Ogle; Dept. 36, R. L. O'Donley, J. T. Reaves.

Dept. 64, H. C. Pickett; Dept. 73, E. G. Arber; Dept. 74, F. C. Bishop; Dept. 75, P. K. Newport.

Retirements

BRANNON—J. L., Dept. 31. Original hire date November 4, 1946 (FW) retirement effective February 9. 1513 Hickory St., Grand Prairie, Texas.

CARROLL—Q., Dept. 65. Original hire date September 20, 1943 (FW) retirement effective February 23. Star Route, Mineral Wells, Texas.

COLLIER—G. E., Dept. 36. Original hire date September 17, 1943 (FW), re-



REVEALING PLANS—Commissioner E. S. (Stan) Brown, left, of Wing and Masque players reveals plans for Thornton Wilder's farce, "The Matchmaker," which is next on production schedule at the Playhouse, at recent annual meeting.

AIA Group to Visit Plant

Material Handling and the conservation section of industrial engineering will conduct some 45 to 50 aircraft manufacturing people through Convair Fort Worth this Friday.

They will arrive at the plant at 9 a.m. and will remain over for lunch prior to returning to a meeting of the Aircraft Industries Association in Dallas in the afternoon.

These AIA representatives are committee members of the manufacturing conservation committee. They are concerned primarily with economic utilization and handling of the material elements of production and production support.

Gardeners Will Learn Something About Roses

CRA garden club members will hear Mrs. Glynn Le Phiew speak on "Roses as a Part of Your Landscape and How to Grow Them" at their next meeting scheduled for 7:45 p.m. Feb. 24 at the Garden Center.

A special workshop on flower arranging, which will prelude a big flower show May 23, has been planned for March 31.



BEST DANCERS—Jack Stuteville and Raydene Hands won the best dance award on Channel 8's "Dance Party."

Rehearsals Get in High Gear For 'Matchmaker' at Playhouse

Rehearsals for "The Matchmaker," hit Broadway farce being produced by Wing and Masque players, got under way Monday at the CRA Playhouse.

The group is rehearsing every Monday, Wednesday and Friday from 7:30-10 p.m. at the Playhouse at 2966 Park Hill Drive.

Production dates for the Thornton Wilder comedy have been set for Mar. 19, 20, 21, 26, 27 and 28, according to E. S. (Stan) Brown, commissioner who is directing the show.

Since complete casting was not ready by Convairiety press time,

announcement of all roles will be made in the next issue.

At the recent annual meeting of the Wing and Masque, Brown explained production techniques for this third play of the season. He said that sets will be kept to a minimum for the period drama. This way he said there would be less confusion, and the production would have a better chance of standing on the merits of good acting.

Brown also previewed plans for the summer which included a workshop for both the youngsters and adults. The workshop for the young people will be to develop poise, ability to take direction and dramatic staging.

Teenage Dancers Win In Dallas TV Contest

CRA's teenage dancers brought home top honors from a recent WFAA-TV "Dance Party" contest in Dallas.

Jack Stuteville and Raydene Hands danced well enough to win the best dancers' award. The best personality dance honors went to Andy Singleton and Marcia Moore.

The entire advanced teenage dance class will appear on "Teenage Downbeat" on WBAP-TV Feb. 23 at 5 p.m.

Approximately 150 teenagers have classes at CRA on Saturday mornings with Brice Evans instructing.

John Taylor, chairman of the Wing and Masque board of governors, said that the adult workshop would be more on the order of technique classes.

A general invitation has been extended to all "hams" or "would be's" intrigued by the glamour of backstage. Brown says willing hands are needed for scenery, props, lights, and make-up.

Dr. Wesley to Talk On Aspects of Nickel

Dr. W. A. Wesley, chief of research at the International Nickel Co., will talk on "Aspects of Nickel in Plating and Coating for High Temperature Application" at tonight's 6:30 p.m. meeting of the American Electroplaters' Society in the Zodiac Room of the Lennox Hotel in Grand Prairie.

Social hour starts at 6:30 p.m., dinner at 7:30 p.m. and Dr. Wesley's talk at 8 p.m.

Those interested in attending are asked to contact M. E. Brown at ext. 8-270 or 8-276.

Women to Hear Book Review by Mrs. Mayo

The morning session of the CRA women's group will hear Mrs. M. J. Mayo review "Mrs. 'Arris Goes to Paris" at their next meeting set for Feb. 25 at 10 a.m. in the Council Room of the CRA Building.

Activities Calendar . . .

Convair Recreation Association events in the next two weeks are listed below. Readers interested may clip this column and save it for reference until next issue of Convairiety. For more information, phone CRA office, ext. 2771 at Fort Worth, ext. 424 at Daingerfield.

GARDEN CLUB: meeting 7:45 p.m., Garden Center.

RANCH ACTIVITY: cutting, 7-9 p.m., ranch area, CRA.

RADIO: business meeting, 7:30 p.m., council room, CRA.

TABLE TENNIS: play, 7:30 p.m., CRA.

Fort Worth

Tonight, February 18

ASTRONOMY: work parties, 7:00 p.m., CRA.

BASKETBALL: league play, 7-10 p.m., R. D. Evans Recreation Building.

BOATING: meeting, 7:30 p.m., CRA.

BRIDGE: duplicate session, 8:30 a.m., CRA.

CAMERA: black and white contest, 7:30 p.m., CRA.

DRAMA: rehearsal for "The Matchmaker" 7:30-10 p.m., CRA Playhouse.

RANCH ACTIVITY: calf roping, 8-10 p.m., ranch area, CRA.

Wednesday, February 25

ASTRONOMY: work parties, 7 p.m., CRA.

BRIDGE: duplicate session, 9:30 a.m., CRA.

DRAMA: rehearsal for "The Matchmaker" 7:30-10 p.m., CRA Playhouse.

RANCH ACTIVITY: calf roping, 8-10 p.m., ranch area, CRA.

WOMEN'S ACTIVITIES: book review, 10 a.m., CRA.

Thursday, February 19

ARCHERY: shoot, 7-10 p.m., archery range, CRA.

ART: class, 7:30 p.m., FW Art Center.

BADMINTON: play, 7:30-10 p.m., Stripling Jr. High Gym.

RADIO: operating night, 7:30 p.m., CRA.

SQUARE DANCING: classes: beginners 7 p.m.; advanced 8:15 p.m., CRA.

Thursday, February 26

ARCHERY: shoot, 7-10 p.m., archery range, CRA.

ART: class, 7:30 p.m., FW Art Center.

BADMINTON: play, 7:30-10 p.m., Stripling Jr. High Gym.

RADIO: operating night, 7:30 p.m., CRA.

SQUARE DANCING: classes: beginners 7 p.m.; advanced 8:15 p.m., CRA.

Friday, February 20

BRIDGE: class, 6:30 p.m.; duplicate session 7:45 p.m., CRA.

DRAMA: rehearsal for "The Matchmaker" 7:30-10 p.m., CRA Playhouse.

RANCH ACTIVITY: cutting 6-8 p.m.; roping 8-10 p.m., ranch area, CRA.

Friday, February 27

BRIDGE: class, 6:30 p.m.; duplicate session 7:45 p.m., CRA.

DRAMA: rehearsal for "The Matchmaker" 7:30-10 p.m., CRA Playhouse.

RANCH ACTIVITY: cutting 6-8 p.m.; roping 8-10 p.m., ranch area, CRA.

Saturday, February 21

ASTRONOMY: work parties, 9:30 a.m.-3 p.m., CRA.

Saturday, February 28

ASTRONOMY: work parties, 9:30 a.m.-3 p.m., CRA.

Sunday, February 22

RANCH ACTIVITY: advanced riding lessons, 2 p.m.; cutting 4-6 p.m.; roping 6-8 p.m., ranch area, CRA.

Sunday, March 1

RANCH ACTIVITY: advanced riding lessons, 2 p.m.; cutting 4-6 p.m.; roping 6-8 p.m., ranch area, CRA.

Monday, February 23

DRAMA: rehearsal for "The Matchmaker" 7:30-10 p.m., CRA Playhouse.

MOVIE: "Wake of the Red Witch" with John Wayne, Gail Russell. Shown lunch period, 50-foot aisle.

VOLLEYBALL: league play, 6:45 p.m., Southside Recreation Building.

Monday, March 2

DRAMA: rehearsal for "The Matchmaker" 7:30-10 p.m., CRA Playhouse.

MOVIE: "Man with a Million" with Gregory Peck. Shown lunch period, 50-foot aisle.

VOLLEYBALL: league play, 6:45 p.m., Southside Recreation Building.

Tuesday, February 24

CAMERA: photography class, 7-9 p.m., CRA.

Tuesday, March 3

MODEL AIRPLANE: control line meeting, 8 p.m., CRA.

RANCH ACTIVITY: cutting, 7-9 p.m., ranch area, CRA.

STAMP: meeting, 8 p.m., CRA.

TABLE TENNIS: tournament, 7:30 p.m., CRA.

tirement effective February 6. 2733 Carter Ave., Fort Worth, Texas.

RANDLE—J. H., Dept. 99. Original hire date March 3, 1943 (FW), retirement effective March 4, 1959. 3829 El Campo, Fort Worth, Texas.

RUTHERFORD—W. R. Original hire date September 10, 1946 (FW), retirement effective January 30. 4424 Stegal St., Dallas, Texas.

Births

FORT WORTH

FLETCHER—Cynthia Lynn, daughter, 8 lbs. 12 oz., born January 11 to Mr. and Mrs. I. W. Fletcher, Dept. 22-4.

DAINGERFIELD

BLALOCK — Lisa Diane, daughter, 7 lbs. 1/2 oz., born December 7, 1958 to Mr. and Mrs. C. J. Blalock, Dept. 2.

CHILDREE—Christine Ellen, daughter, 7 lbs. 2 oz., born January 14 to Mr. and Mrs. H. T. Childree, Dept. 2.

NICHOLS—Ann, daughter, 7 lbs. 8 oz., born January 21 to Mr. and Mrs. J. B. Nichols, Dept. 2.

Deaths

TRIPP—F.E., Dept. 25, died February 10. Survivors include his wife, one daughter, one stepdaughter, two sons, two brothers, and two granddaughters.

Cards of Thanks

Our sincere thanks to the Dept. 30 employees who sent the flowers upon the occasion of the birth of our son.

Mr. and Mrs. D. R. Lancaster
Dept. 30

Lost and Found

LOST — Blue-green Parker 51 fountain pen with stainless steel top. Lost vicinity of Field Operations. Reward. Contact Chuck Rohmer, Dept. 7-2, ext. 2909.

FOUND — Ladies yellow gold wrist watch, in cafeteria parking lot. Owner may claim at employee services office.

FOUND — Man's stainless steel wrist watch on wash basin Col. 57-L. Owner may claim at employee services office.

★ Convairiety ★

First Place Winner
International Council of Industrial Editors

Founded Sept. 1, 1948. Published in six editions (Fort Worth-Daingerfield, San Diego, Pomona, Astronautics, Mail Edition and Antelope Valley-Holloman) by Convair Industrial Relations, General Offices, San Diego, Calif., Logan Jenkins, editor.

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SD Editorial Offices, Building 32, Plant 1, ext. 1071. Staff: Grayce Fath, Helen Pemberton, Fred Bettinger.

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Astronautics Editorial Offices, Bldg. 2, new plant, ext. 1154. Staff: Bryan Weickersheimer, Astronautics editor.

Pomona Editorial Offices, Room K-222, Bldg. 2, ext. 6226, mail zone 3-8. Staff: James Combs Jr., Pomona editor; Dorothy Keller.

Antelope Valley Editorial Offices, Room 31, Bldg. 301B, Palmdale, ext. 337. Staff: Betty Lou Nash.

The Passing Years

FORT WORTH

The following service emblems were due during the period February 16 through February 28.

Fifteen-year: Dept. 7, F. W. Buehler Jr.; Dept. 9, W. D. Strong; Dept. 14, H. H. Brady; Dept. 15, C. J. Uffring.

Dept. 22, J. E. Balch, G. F. Cross; Dept. 24, E. Paul; Dept. 25, E. Boyd, H. L. Reed, C. O. Rhodes, C. Ruffin.

Dept. 27, F. L. Manis; Dept. 31, J. E. McDowell; Dept. 32, L. P. Sandlin; Dept. 36, E. Barnes.

Dept. 46, A. L. Goode, L. B. Smith; Dept. 54, W. F. Young; Dept. 55, V. H. Harry, V. W. Prince; Dept. 59, A. E. Chamberlin.

Dept. 74, V. B. Coalson; Dept. 75, H. W. Gaston; Dept. 82, E. S. Carnes, E. J. Dunaway Jr., C. E. Reddy.

Ten-year: Dept. 4, V. V. Woodbridge; Dept. 6, J. W. Belew, D. J. Dush, L. G. Graham, K. L. Hunt, J. A. Kerr, C. R. Sierra Jr.

Dept. 7, A. H. Frazer Jr.; Dept. 9, F. N. Faulkner; Dept. 15, W. K. Fullerton; Dept. 20, E. L. Bruedigam, D. T. Cook, R. F. McCoy, T. G. Reaves.

Dept. 21, J. C. Rice; Dept. 22, D. W. Batts, R. B. Cogburn, Z. E. Self, J. W. Shelton, K. I. Stirmon, R. M. Turner.

Dept. 24, S. F. Dutton, B. B. Michael, J. P. Watkins; Dept. 27, C. A. Berry, B. M. Crawford, R. F. Eggenberger, J. W. Herron, H. D. Lockaby, L. G. Porter.

Dept. 28, W. W. Little; Dept. 32, A. L. Chandler, G. W. Jetton, J. R. Johns, R. D. Ling, P. L. Peters, J. W. Shivers, W. L. Yaws.

Dept. 33, C. D. Denson, C. R. Hamilton, D. S. Harris, J. B. Parks, R. S. Pruitt; Dept. 34, C. W. Tunnell.

Dept. 36, W. W. Goochey, P. M. McIntire; Dept. 73, M. M. Feemster; Dept. 75, W. B. Barnes; Dept. 81, A. W. Burton Jr., J. W. Dominy; Dept. 85, H. A. Dunlavy.

DAINGERFIELD

Ten-year: Dept. 2, R. N. Bean, Montine Martin; Dept. 3, B. Chastain.

Aerial Goliath Is Memorialized

Convair's aerial goliath, the XC-99, was enshrined in ceremonies on a plot of ground near Kelly AFB in San Antonio this month with the pomp and pageantry of an Air Force band and drill team and civic dignitaries.

The Air Force donated the plane to the Disabled American Veterans of Texas who were in charge of festivities along with the San Antonio Chamber of Commerce.

Convair Fort Worth's Loyd L. Turner, who was on hand at the birth of the world's largest land-based plane in San Diego on Nov. 23, 1947, was also there for administration of the last rites.

Convair People To Tour Schools

Thirty-five members of supervision at Convair Fort Worth will visit three public schools in a chartered bus during Public Schools Week, March 2-6.

The visit, which will include stops at three different schools, will be made on Thursday, March 5.

Loyd L. Turner, special assistant to the division manager, is in charge of the visit.

This marks the eighth year that Convair has supported Public Schools Week in Fort Worth by sending a bus load of its supervisors to visit at least three schools.

New Photography Class Runs Through May 19; Registration Open Now

A new photography class, under the direction of Bill Findley, started last night at CRA and will meet each Tuesday from 7-9 p.m., through May 19.

Fee for the class is \$5, and those interested may contact Commissioner M. R. Rogers or CRA.

The camera club's black and white contest winners in Class A for January were M. R. Rogers, first and second; Edith Eggleston, third; and Claude Stone, fourth. In Class B, Bob Barnes, first; Gale Kendrick, second; and Lib Glazner, third.

Color winners were Lloyd Douglas, Barnes, George Lockhart and Mrs. Eggleston in that order.

Bridge Tourney Set For March 13, 14, 15

Bridge players are boning up on card strategy in preparation for the annual plantwide CRA bridge tourney slated for March 13, 14 and 15.

Commissioner G. P. Anderson hopes to complete plans soon. Details will be announced in Convairiety.



PRAIRIE SCHOONER—Convair Fort Worth's Prairie Schooner drew lots of attention at recent Fort Worth Fat Stock Show parade. Pioneer CRA family aboard, left to right, is Red Calvert, Debbie Cockrell and Mrs. M. B. Bratcher.

Seven AF Officers Awarded Certificates For F-102 Check-Out

Seven Carswell AFB officers at Fort Worth were awarded F-102 check-out pins and certificates by Joe McQuay, Convair SD field service representative, in a brief ceremony recently at B-58 Test Force headquarters.

The presentation took place in the office of Col. D. M. Jones, B-58 Test Force commander.

Those receiving certificates other than Colonel Jones included Col. R. E. Evans, Lt. Col. Floyd Finberg, Maj. H. J. Deutschendorf, Maj. Ernst Jahnke, Maj. Lee Amos and Capt. Vernon Kummel.

"These officers are probably the first ever to receive the F-102 certificates for having actually been checked out on the TF-102," McQuay said.

According to the SD field service representative, the F-102 award is normally given for a solo flight in the aircraft. He said because there weren't any F-102's at Carswell, the TF-102 was substituted.

Carswell B-58 Test Force uses the TF-102 as a chase and transition plane in working with the supersonic B-58 Hustler.

Air Force authorities said that pilots also fly the TF-102 in preparation for B-58 flight.

Roughly, 14 pilots have been checked-out on the TF thus far at Carswell. McQuay says he will continue to award the certificates as that number grows.

CRA Calls for Second Bids on Shelter House

CRA officials announced this week that they are still accepting bids for construction of the newly planned ranch shelter to be erected at the ranch area.

This is the second "go round" of bidding. A decision was not made after initial bidding.

Radio Club Members Will Have Meeting

CRA radio club members will have a business meeting at 7:30 p.m. Feb. 24 in the Council Room of the CRA building.

Commissioner Max Schelper has announced two operating nights. One will be tomorrow at 7:30 p.m., and the other has been set for Feb. 26. The operating nights meetings are in the CRA radio room.



Fifty More Youngsters Needed For CRA Baseball Clinic Plans

Around 50 more youngsters are needed in order for CRA to go through with plans for the boys' spring baseball clinic with a March 1 deadline fast approaching.

"If we don't get at least 50 more signed up before March 1, we're not going to be able to offer the clinic at all," commented Charlene (Kelly) Brown of the CRA office.

The clinic is to be offered to boys 10 through 15 years old and will be under the supervision of the CRA junior baseball activity.

Providing enough young people sign up, the clinic will get

TOM DOOLEY—This group of Convair Fort Worth hombres take the law into their own hands after a quick trial set up by Judge Roy Bean. The poor guy convicted was none other than Tom Dooley himself—played by Jerry Ratliff.

Convair Cowboys, Cowgirls Put Up Boots After Last Stock Show

Dust is beginning to settle along the trails leading to Convair Fort Worth as part-time cowboys and cowgirls hang up boots and saddles after another year's participation in the annual Southwestern Exposition and Fat Stock Show.

Over 40 CRA ranch riders took part in both the parade and rodeo

grand entry alongside such western heroes as TV star Dale Robertson of "Tales of Wells Fargo" fame.

One of Convair's floats in the Stock Show parade provoked perhaps more comment than any other. This float depicted "Judge Roy Bean's Last Court" with Tom Dooley on trial. Music from the popular "Tom Dooley" ballad blared through the streets as members of the CRA drama group enacted the situation.

Other CRA floats included an old Prairie Schooner with a typical pioneer family — including many youngsters in the back. The other float was an oxen-powered chuckwagon.

CRA rodeo grand entry riders were decked out with specially made red saddle blankets. Convair riders were given recognition during the show's last weekend performances. They participated along with other riding clubs active in this area.

Rhome Independents Take Volleyball Honors

Both men and women's teams of the Rhome Independent volleyball teams took top honors in the first half of CRA league volleyball.

In the men's league, the Rhome team season standings stood 14 wins and one loss.

Rhome women leaguers came out on top of the other three teams entered. River Oaks, Eagle Mountain and the Goofers came in along that order.

Second in the men's league was Eagle Mountain with 12 wins and 3 losses. Following in their respective order were the Hustlers, Carswell, Allstars and Bellaire.

Boat Club People Will Attend FW Boating Show

Instead of their regular monthly meeting, CRA boat clubbers will dock at the Fort Worth Boat and Sport Show tonight through Sunday at Will Rogers Exhibit Building on Crestline Road.

Commissioner Jack Frost said that free tickets for the show can be obtained from the CRA office or from one of the boat club officers.

Frost said attendance at the Boat and Sport Show would take the place of this month's meeting.

Golf Commissioner Making March Plans

L. H. Armstrong, golf commissioner, is making plans for the CRA golf season scheduled to get going sometime next month.

Tentative plans are being made for a tournament, so CRA golfers should start digging out clubs and golf balls, Armstrong said.



CITY CHAMPS—Pictured here are the CRA Rockets who walked away with everything in Fort Worth city league basketball this season. They are, top row, left to right, Jim Lewis, LaVerne Lee, John Purdue, Manager Frank Javarone, Frank Bonner and Bill Bear. Bottom row, Byron Wilborn, Darryl Frank, Bennie Freeman and Monty Woodrull.

CRA Rockets Take Victory From Tuesday Tooling Cagers

Fort Worth City League basketball champs—the CRA Rockets—took a 48 to 24 win over the CRA Tooling cagers in an exhibition game last week at the Northside Recreation Building.

The Rockets, an independent group of Convair Fort Worth basketballers, are managed by

Free Discount Ducats Available for Derby

Convair Fort Worth people are picking up free special discount tickets for the Texas Skating Derby which opens at the North Side Coliseum tomorrow night at 8 p.m.

Tickets are available at the CRA office and are being given away on a first come, first served basis.

The tickets are good for two separate discounts. They're good for a \$1 discount on all reserved and box seats which are normally \$2.50 and \$2, and they're good for a 50 cent discount on general admission.

Frank Javarone and coached by Bill McCahn, formerly with the Philadelphia Generals.

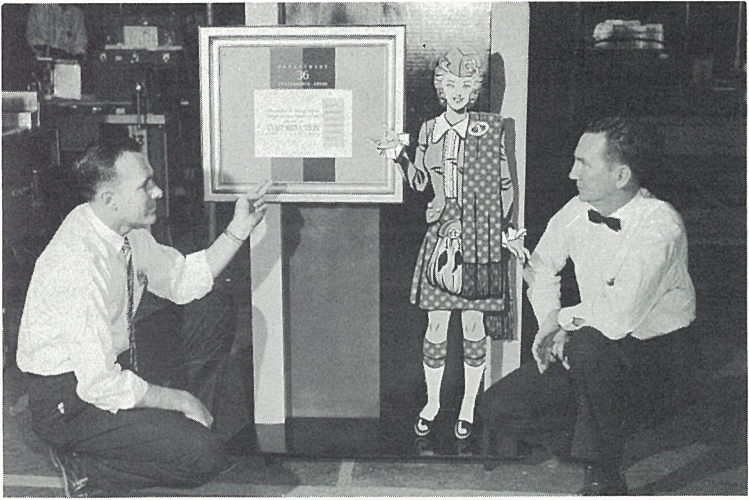
They had planned to compete for a berth in state playoffs, but the tournament was postponed, Javarone said.

"We were quite happy over our win from Tooling," Darryl Frank, Rockets' forward and former college cager from Minnesota, said, "especially since they won second half of Tuesday night CRA league ball."

Javarone said that he is in hopes that the Convair Fort Worth people will give as much support as possible whenever the Rockets get into the state playoff tourney.

Tooling cagers once more latched onto the Tuesday night league championship, as CRA basketball season ended for them last night.

Winner for the second half of the Wednesday night league will be determined tonight at 8 p.m. when Flight Test goes against the Engineers at the R. D. Evans Gym.



NEW AWARD—J. C. Steppick, left, Dept. 36 foreman of special projects, presents first monthly Miss Thrifty merit award to M. E. Goolsby, assistant foreman. New award is being presented to Dept. 36 group that shows most progress in cost reduction each month.

Frank Davis Will Give Annual Report to Management Club

Frank W. Davis will make his first appearance before the Convair Management Club in his new capacity as Convair Fort Worth Division manager in March. At the March meeting, he will give the division manager's annual report to the club membership.

A second highlight of the meeting will be the first announcement of the winner of the President's Award for cost improvement performance in 1958.

Although the winner will be announced, official presentation of the President's Award will not be made until the October meeting. At that time, the club hopes to be honored with the presence of Frank Pace Jr., president of General Dynamics Corporation; J. V. Naish, president of Convair, and August C. Esenwein, Convair executive vice president.

March meeting special guests of the club will be the nine contenders for the award: E. E. Black, H. E. Cleveland, J. W. Doggett, C. G. Gilliam, J. M. Jackson, W. E. Ochiltree, T. F. Paniszczyn, W. B. Watkins and W. M. Young. One of this group will be named top winner.

Each of the nine, however, will be presented a special award—the first new CIP tie bars and cuff links which will be awarded

in the future to each salaried man when he has scored \$25,000 in CIP savings, and to each hourly employee when he has scored \$10,000 in ES savings.

Arrangements for the March meeting originally were assigned to industrial engineering department. Due to the change in plans, however, the meeting is now being handled by engineering department. H. W. Hinckley and W. C. De Lorme are coordinating efforts.

FW Club to Convene Tonight at Texas

Convair Fort Worth Management Club members will gather tonight (Feb. 18) at the Crystal Ballroom of Hotel Texas where Jeff H. Williams will tell them to "Worry—But Don't Go Nuts."

Social hour starts at 5:30 p.m., and dinner will be served at 6:30 p.m.

Williams, a past director of Rotary International, has spoken in every state in the union as well as overseas.

Two-Story Antenna Facility Constructed Near Hangar Bldg.

Construction is under way on a new two-story antenna test facility atop the south corner of Convair Fort Worth's experimental hangar building.

E. E. Murphy, group engineer in electrical tests, said antenna radiation patterns and impedance will be recorded on scale models or mockups. The scale of the model used will depend upon the frequency of the antenna, Murphy added.

"Purpose is to evaluate antenna design and its location on the airplane," he said. Antennas, of course, are already on B-58s in flight test status, but other types will be required by new systems going on later aircraft.

Murphy said a two-story facility is necessary because the model B-58 will be on a tower of 20 feet.

Transmitting equipment will be located on the facility's second floor, and on the first floor will be recording apparatus.

Here's Tip on How YOU Can Reduce Costs

What can YOU do to reduce costs in handling parts, materials and equipment?

Regardless of your job, it boils down to this:

Use the right methods. (If you don't know what is "right," check with your supervisor.) And—

Use **EXTREME CARE**. Some specific suggestions for employees handling parts, material and equipment:

1. Use live skids to move material in work area.
2. Wrap parts to be moved to protect them from damage.
3. Use brown plastic "tote pans" for moving small parts.
4. Put "high dollar" stickers on items valued at \$1,000 and over.
5. Use "high-dollar containers" for handling and storing items costing \$1,000 and up.
6. Save space by storing material and equipment in racks provided.
7. Use the traffic department system for material handling.

Auto License Sale to Start

Convair Fort Worth people may obtain 1959 automobile licenses Feb. 23, 24 and 25 in the company cafeteria from 11 a.m. to 12:55 and from 3 to 4 p.m.

Mark Hutsell, representative from the county tax assessor's office, will be on hand to issue new tags.

Prospective buyers must have their car titles and license receipts with them. Personal checks on local banks will be acceptable.

Those desiring truck and trailer licenses are asked to contact Jim LeSueur ahead of time in employee services at ext. 2841 or 2851.

LeSueur has asked that Convair people plan to purchase their car tags in accordance with the following: Feb. 23, those with last names starting with A through H; Feb. 24, I through O; and Feb. 25, P through Z.

Dept. 48 Wins Safety Honor

(Continued from Page 1)

Each quarter, awards are presented to departments within each group with the highest number of safety points. The group totaling the most points throughout the quarter gets the plant-wide banner, as was the case with Group 3 and Dept. 48.

Other quarterly winners within their groups included Dept. 73, Group 1; Dept. 33, Group 2; Dept. 64, Group 4; and Dept. 58, Group 5.

MANAGEMENT CLUB MAKES \$150 GIFT

A gift of \$150 to the YMCA's 1959 Friend-of-Youth drive was announced this week by the Convair Fort Worth Management Club.

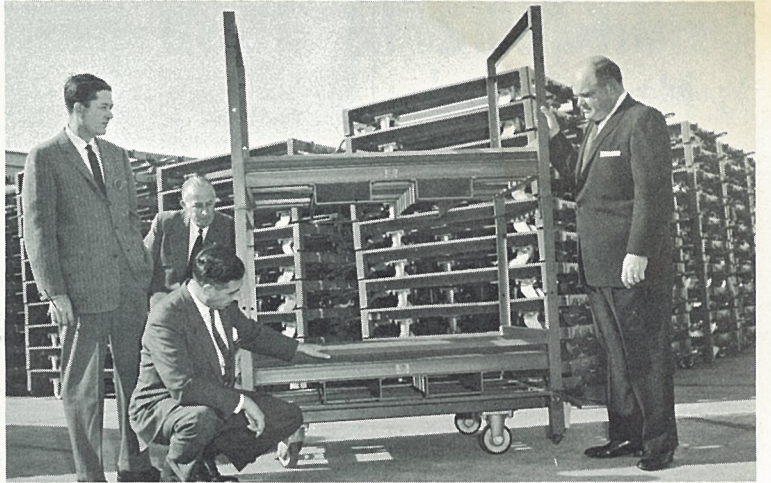
The \$150 will help provide swimming, football, baseball, soccer, camping experience, club meetings, counseling and physical training sessions for Tarrant County youth.

Fix-A-Toy Program Gives Aid to 5,841

Final figures on Convair Fort Worth's annual "Operation: Fix-A-Toy" program released this week show that 5,841 people of 1,035 families received a helping hand.

Of the 5,841, 4,158 were youngsters.

Cash contributed by employees in individual departments to aid adopted families (in addition to toys, used clothing and food contributed) totaled \$15,224.96.



TIRE CARRIER—Convair Fort Worth material handling team members inspect new rubber-tired carrier designed to haul B-58 tires. One rack carries full ship set of 18 tires. Left to right: H. C. Jones, Frank Pieper, S. E. G. Hillman and S. E. Keith.

Economy Campaign Takes Aim At Costs of Material Handling

(Continued from Page 1)

trucks to move them from one location to another.

(Dead skids have been used almost exclusively for the 16-plus years Convair Fort Worth has been operating—but now all are being replaced by the more efficient live skids).

This week's new equipment is part of an extensive program kicked-off two years ago at direction of August C. Esenwein, then Convair FW manager and now Convair executive vice president. In all, equipment valued at upward of a million dollars has been added.

"We're trying to see that each employee involved is provided the proper equipment to make his material handling task both easier and more efficient," explained Davis.

"We have already made good progress. The dollar cost of man-hours required for material handling in 1958 was 21 per cent below the cost in 1957. But with 1959's task of handling more and more items which cost even more, we're obligated to continue to give this matter a high priority."

Said Frank Pieper, industrial engineering supervisor, material handling and conservation section: "We're giving employees all the help we can. But it improves our handling—and reduces our costs—only to the extent that em-

ployees use the right equipment, use the right methods and exercise extreme care while they do so."

That is the theme this week of the plantwide "Give Thrift a Lift" effort in which Miss Thrifty appears once again.

The word will be carried throughout the plant to all employees via *Convairiety*, in the Supervisory Newsletter, in the large display case between the factory and administration building offices, and on hundreds of posters.

New Program Urged For AF Reservists

Convair Fort Worth's obligated reservists are urged by Maj. Bob Devine to get in on an Air Force Reserve program which does not require the annual two weeks' active duty.

Those interested may get further information at the Air Force Reserve Center, 2808 Crestline Road, or by calling ED-6-0743.

Major Devine, administrative officer for the center, said almost any airman can be signed up in the Part II (for pay) slots.

Only former officers needed are specialists in fields like weather, intelligence, communications, electronics and supply—and these are non-pay positions.

New Steel Tank Constructed For Magnesium-Thorium Etch

Convair Fort Worth may be in for a seven-year "etch" in the southwest corner of the reservation—but there's no rash involved.

The new operation is etching in Convair Fort Worth's new magnesium - thorium - stainless steel tank structure.

The structure, valued at nearly \$100,000, is making it possible for the company to etch its own mag-thor and stainless steel for B-58 production.

Prior to construction of the new tanks, almost all of Convair's mag-thor and stainless steel etching was done by an outside contractor, according to Al Jones of process control.

Designed by R. E. (Bob) Vaughn of Dept. 25-2, the new structure contains four large tanks. They are eight feet deep, three to five feet wide and 16 feet long.

One tank is used for mag-thor etching, one for stainless steel etching, and the other two for rinse and other treatment.

Total capacity of the stainless steel etching tank is 3,200 gallons, 2,000 of which is acid and the rest water. The mag-thor tank holds 7,500 gallons.

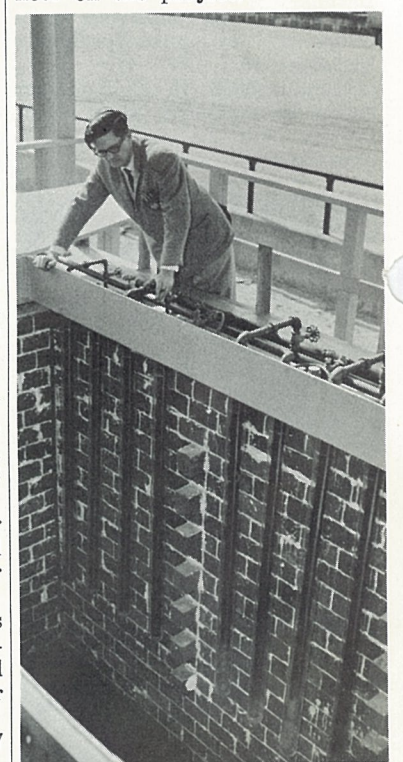
Jones says it takes about \$2,237 to charge the stainless steel etching tank, and something like \$5,500 to make sure the mag-thor tank is charged.

The tanks are lined with an acid repellent material with a brick lining on the outside.

Fumes from the process pass through a "fume scrubber"—something like the micronite fil-

ter, only more so.

Helping Vaughn on the design was W. W. Goss of Dept. 25-2. Bill Wilson was industrial engineer on the project.



ETCH TO COME—Bill Wilson of industrial engineering peers into Convair Fort Worth's newly constructed mag-thor etching system south of the main plant. New construction was designed by Bob Vaughn, will be operated by L. B. Stubbs Jr.



MAIL FLOW—Convair Fort Worth's mail room has been moved "south of the boiler" to spacious new quarters adjacent to Col. 73A. With new set-up, mail can now get out more rapidly.



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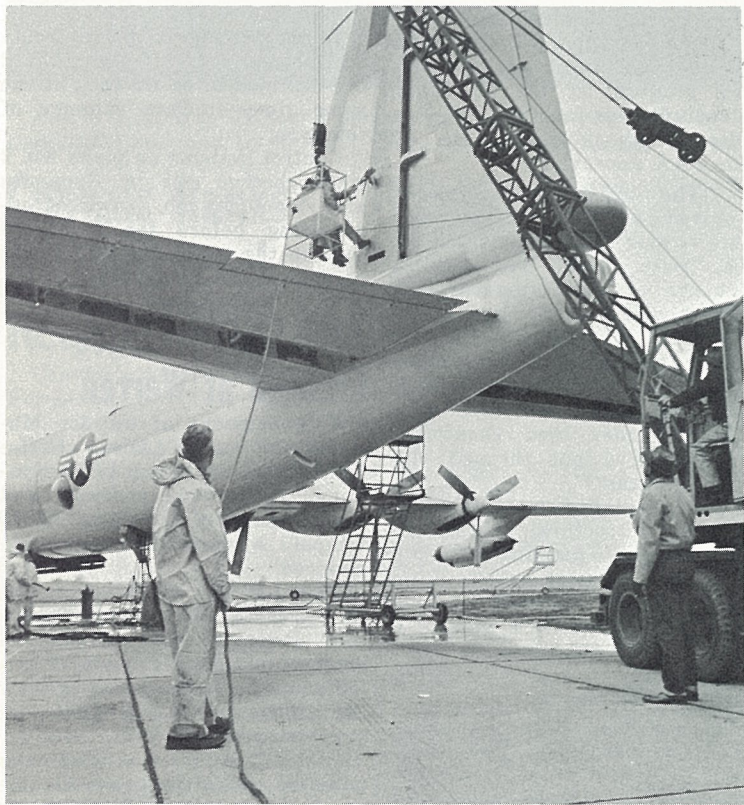
Wednesday, March 4, 1959

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SAN DIEGO, POMONA AND ANTELOPE VALLEY, CALIFORNIA

DAINGERFIELD AND FORT WORTH, TEXAS



HIGH LEVEL WORK—High against B-36 vertical fin in bosun's chair held by crane are T. V. Wright and J. H. McGregor of Dept. 74. They make up part of 100-man crew which gave B-36 "spit and polish" look before going on permanent display at Amon Carter Field.

Hundred B-36 Veterans Refurbish Last Plane

Convair Fort Worth people with soft spots in their hearts for the mammoth aircraft they lived with so long are putting in as much as 12 hours a day each weekend—on their own time, without pay—to make the last of the species one of the most beautiful B-36 bombers in history.

The newly enshrined B-36 monument at Amon Carter Air Terminal is undergoing a thorough house cleaning and will soon be in tip-top shape for public view.

A crew of approximately 100 ex-B-36 veterans—people who worked on most of the 383 planes built—have been painting, scrubbing and making repairs on the big bomber.

The clean-up started two weekends ago with a Saturday bath. Convair people used hoses from the Fort Worth Air Terminal Fire Department to clean the aircraft prior to painting and other work.

Volunteers from the Convair Fort Worth finishing department have been in full force with spray guns to touch up both inside and out.

"It won't be long now until the plane's ready for the public," said B. R. Main, general foreman of traffic who has been on duty at the plane each Saturday.

The rejuvenation of the B-36 is part of a plan worked out by the Convair Fort Worth Management Club and the City of Fort Worth. Sam Keith, chief of traffic, is coordinating work.

The work parties commence around 8 a.m. on Saturday mornings and last until late afternoon and early evening.

The Management Club has arranged for noontime meals for the volunteers.

Pennsalt Chemicals Corp. of Dallas is furnishing free chemicals for the B-36 maintenance task for a full year.

Care of Blueprints Emphasized As FW Continues War on Costs

"Blueprints build our future . . . Handle them with care—protect them from damage—and return them as soon as possible—"

That's the essence of the word going throughout Convair Fort Worth this week in Convair's continuing war on all fronts to drive down costs in the B-58 and other programs.

And blueprints, while only paper, make up a sizeable investment in themselves. There's a total of more than 2,350,000 blueprints in booths and checked out to employees!

"This represents an investment of almost a million dollars—for that's what it cost just to reproduce and place these blueprints in the blueprint booths," said R. E. Poling, assistant chief of manufacturing control.

"We've made good progress in handling blueprints in the past year. And with the continued help of all concerned, we'll do even better in 1959."

Blueprints issued to employees in a year (about 5,000 a day)

would make a print of standard width 605 miles long! That would reach from Fort Worth to about Albuquerque, N. M.

Prints placed in the plant's 22 blueprint booths in a year, a total of almost 1,200,000, would (Continued on Page 8)



CRA Will Hide 12,000 Eggs On March 28

Twelve thousand eggs will go into hiding at the annual Convair Recreation Association Easter egg hunt slated for 2 p.m. on March 28 at CRA.

Hundreds, possibly thousands, of Convair youngsters will search for some 2,000 hen eggs and 10,000 candy eggs tinted all the colors of the rainbow.

Special prize eggs will be hidden along with the others. These will be marked and will be redeemable for prizes at the climax of the hunt.

Wives of CRA Council members and members of the women's club will be in charge of egg coloring. Those interested in helping are asked to contact Winnie Leonard, co-commissioner of the women's club.

Roy Jarl of employee services heads the egg hiding activities. He says that he needs at least 50 people to help. He can be contacted at ext. 2851.

Quality Work Earns Awards

Twelve quality control people received special awards at a luncheon given recently by Convair Fort Worth's J. Y. McClure, manager of quality control.

Awards presented by McClure were to provide recognition for those who have performed outstanding service in helping to reduce cost and improve quality in the B-58 program.

McClure made special mention of progress in weapon system quality and reliability, flight test activities, and total product cost reduction.

Those receiving awards were Bill Bierwirth, who set up use of fluoroscope in inspection of brazed stainless steel construction; S. C. Butler, who maintained efficiency after facilities activities were reduced to a one man operation last year; and Ernie Cartwright, who significantly contributed to quality improvement and cost reduction in B-58 assembly.

Also, Lon Clark, instrumental in obtaining approval on fabrication of phenolic laminates using the vacuum bag system; C. W. Mauldin, who contributed to flight test operations; and J. B. McGaughy, major contributor in methods of testing the fire control system installed on F-102 aircraft during the Mod-Iran program.

Others were George Rader, instrumental in reducing rejection and scrap in bonding and brazing. (Continued on Page 8)

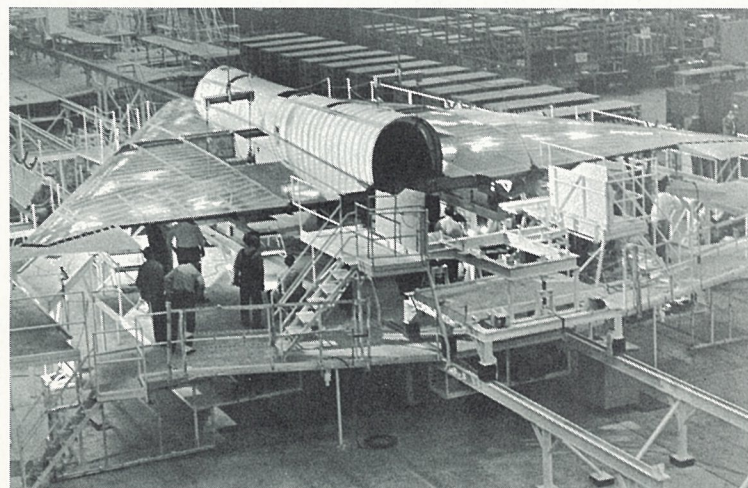
FW FOLK URGED TO PLAY IT SAFE

A plea for more careful driving on the part of Convair Fort Worth people was issued this week by F. R. Temple, chief safety engineer.

Temple said that in the first 45 days of the new year, 19 Tarrant County residents were killed in traffic accidents. Ten of these were within Fort Worth city limits.

Care, reason, intelligence, and courtesy are all "musts" for the automobile driver today, Temple added.

"Our people made an improvement in Convair Fort Worth traffic fatalities during 1958. Last year we had five fatalities compared to nine the previous year," he said.



ELEVATED—Pictured here is Convair Fort Worth's new elevated assembly line with first B-58 en route to first of major mating stations. Here wing and fuselage section is moved into station.

Elevated Assembly Line Put in Operation To Speed B-58 Work

They're "up in the air" now at Convair Fort Worth with a new elevated assembly line which will save both time and money.

The B-58 Hustler production program marked another milestone when it started the first trip down the new line before the eyes of assembly people and Convair movie crewmen who were recording the event on film.

"The elevated assembly line has many improvements over the earlier line," said W. H. Tidwell, superintendent of assembly and final assembly.

According to Tidwell, airplanes moving on elevated rails nine feet above the factory floor through all assembly stations eliminate the jacking and shoring of each ship when the line is moved.

Now the airplanes move down the line without the removable stress panels. This eliminates in-

stallation and removal for each line move.

Stationary work platforms are now a part of the new line. This does away with stand moving.

New nose and tail work stands ride the elevated line with the plane. They have protective storage cabinets for removable panels and leading edges.

Stock areas more convenient for the assembly line people are located adjacent to each station.

Frank Davis To Review FW Achievements

Where we've been, where we are—and where we're going . . .

That's the theme of the annual division manager's message to be given by Frank W. Davis at the Convair Management Club meeting March 19.

The message traditionally presents top management's appraisal of Convair Fort Worth's past, present and future.

The dinner meeting will be held at the Casino. Tickets at \$2.50 will be on sale at usual ticket stations.

Special guests at the meeting, sponsored by engineering department at direction of Chief Engineer R. H. Widmer, will be the division's nine nominees for the President's Award.

Each has originated Cost Improvement Proposals which resulted in savings of more than \$25,000. They will be introduced at the March meeting—and winner of the President's Award will be revealed.

Presentation of the award itself, however, will be made at the October meeting.



MARCH SPEAKER—At Convair Fort Worth Management Club meeting March 19, Frank W. Davis will make first appearance before club since assuming duties as Convair vice president and Convair Fort Worth manager.



TAXI?—Huskies and sled show up on arrival of F-106 at Eielson AFB after a cold weather test hop, offering contrast in modes of travel. Aircraft has been in Alaska since January, demonstrating how it operates despite sub-zero cold.

'Royal Order of Raw Dealers' Will Welcome New Members

Convair Fort Worth and Air Force people assigned to "Operation: Raw Deal" in Alaska will soon be awarded special certificates of membership into the "Royal Order of Raw Dealers."

The certificates are being sent to Maj. K. K. Lewis, Air Force project officer and B-58 pilot, and Harold Dunlavy of Convair's customer service.

Printed on ice-blue paper, the certificates will be awarded for



RAW DEALER—Maj. K. K. Lewis, pilot of B-58 undergoing cold weather tests in Alaska, will be among Convair Fort Worth and Air Force people initiated into "Royal Order of Raw Dealers."

the B-58 cold weather tests to "the chosen, frozen few."

The proclamation starts out as follows:

"Be it known to all dog sled operators, igloo builders, bar maids and others of high position and influence, that on this day of 1959, there appeared in my presence one,, gorgeously

attired in muk-luks, oil-stained parka and frost-bitten ear lobes; and after all due deliberation, the aforementioned is declared a member in good standing, within the confines of this most select and coveted order, and is further designated as being TDY and CWT.

(TDY means temporary duty, CWT stands for cold weather tests.)

"Furthermore, be it known that when the bearer of this certificate has made the last permanent change of station, he is entitled to eternal occupancy of the south side of paradise, for, verily, he hath served his hitch in the desolate, frigid wastes of purgatory."

The document is signed by the Majestic-Raw-Deal-Wheel and witnessed by the Exalted Chilled Chief Cog.

"Operation: Raw Deal" is scheduled to be complete this month.

Air Force and Convair people assigned to the cold weather tests on the supersonic B-58 Hustler departed Fort Worth last November.

The B-58 being tested was flown up by Major Lewis, with Maj. Jim Zwayer and Capt. Perry Amidon riding in the second and third canopies respectively.



NOMINATED — Capt. Tom Bogan, F-106A pilot in Alaska, has been tabbed for possible role as one of first U.S. "space men."

F-106 PILOT RELIEVED, MAY GET SPACE ROLE

Capt. Tom Bogan has been relieved by Capt. Harold K. Wimberly as pilot of the F-106A now flying cold weather tests in Alaska.

Captain Bogan recently received orders to report to his unit at Wright-Patterson AFB, Ohio. According to press reports, he has been selected as one of a group of airmen to be screened as a possible pilot of the first U.S. space craft.

McGuire, Geiger and Andrews AFBs Scheduled To Receive First F-106s This Summer

First F-106 squadrons will be activated at three Air Force bases by early summer, according to an announcement from Air Defense Command headquarters.

A release from the Free Press, Colorado Springs, Colo., newspaper, on Feb. 20 said that location for the first three squadrons of Convair F-106 fighters will be at McGuire AFB, N.J.; Geiger AFB, near Spokane, Wash.; and Andrews AFB, near Washington, D.C.

The all-weather jet interceptors

will carry Falcon missiles and will be able to load the air-to-air rocket with atomic warhead, the Genie, while in flight.

Lt. Gen. J. H. Atkinson, ADC commander, was quoted as saying that the F-106 is a "step forward in the program to give North American Air Defense Command increased capability in intercepting hostile planes well away from potential targets."

ADC officials said that other bases for the F-106 would be announced at a later date.

880, With Colors Flying, Passes First Phase of Rugged Structure Test

First major part of the structural test series being conducted on the second Convair 880 jet transport has been concluded satisfactorily at San Diego.

Plane No. 2 now is in the midst of an extensive five-month testing program at the \$2 million structural test facility at the seaplane ramp to qualify the 880 for FAA approval.

"The tests just completed proved out better than any we've ever run," commented W. E. Wise, group engineer in charge of the structural test lab program. "We had fewer problems and were able to complete the series in a shorter period of time than anticipated. In fact, the 880 structure looks better under load than any plane we've put through the test program!"

In the ground tests to check out the structural design the whole plane is put under loads to simulate the most critical flight conditions at various altitudes and speeds. Strain is applied to each part of the plane to test it under the most trying conditions that might exist.

In the series just completed, the plane withstood critical side bending maneuvers such as might be encountered in heavy gusts of air at an altitude of 35,000 ft.

In the second portion of the program, to start next week, stresses on the tail will be measured during conditions simulating an engine out or a side slip.

Production pods and pylons with dummy steel engines will be fitted to the plane by then for later testing.

Loads, applied to the plane by means of hydraulically-controlled whiffletrees, are adjusted from a central control room adjacent to the hangar. Measurement of stresses and other test data is recorded on automatic instruments and effects of loads can be watched by closed circuit TV. Dick Haney, test conductor, directs the testing operations from the hangar.

Engineering crew conducting the test program is under direct supervision of A. R. Vollmecke, assistant group engineer in charge of 880 structural tests.

Flight testing of plane No. 1 and ground tests of plane No. 2 are destined to be finished at the same time—in late summer of this year.

Control systems on plane No. 2 were checked out by dynamics and structures lab groups of engineering before the first 880 took to the air on its first flight in January.

AMC Liaison Office Created at Warren

Establishment of an Air Materiel Command Liaison Office (AMCLO) at Warren AFB, Wyoming, to provide contract and logistic support for Atlas ICBM weapon system has been announced.

The AMCLO at Warren will be headed by Maj. James Thornton. Primary function will be contractual administration of ballistic missile contractors performing within the Warren AFB geographic area.

Other AMCLOs serving the ballistic missile program are located at Patrick AFB, Vandenberg AFB, Edwards AFB, and Holloman AFB.

Frank Pace Queried On Who's His Boss

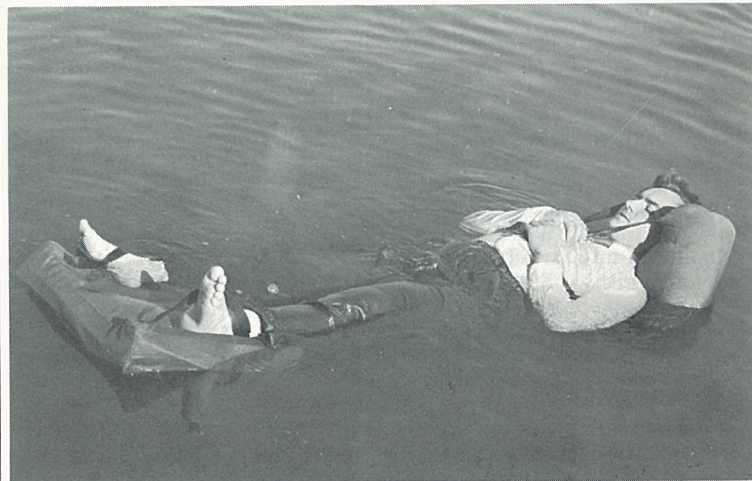
Frank Pace Jr., in San Diego on business last week, arrived in the General Atomic Division lobby in advance of the time he was expected and announced to the receptionist that he wished to see Dr. Frederic de Hoffmann, division general manager.

"Name, please?"

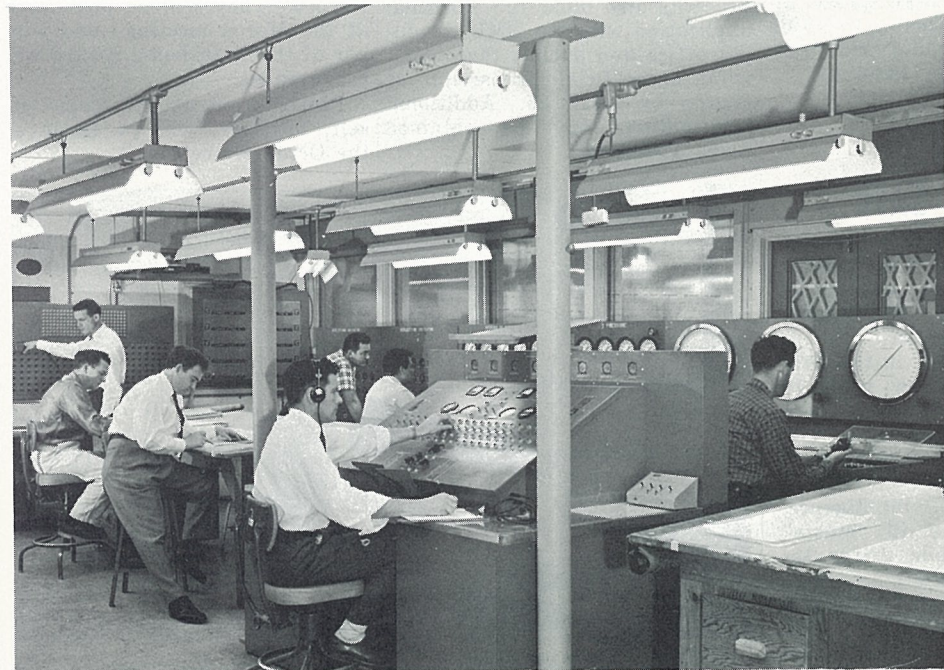
"Frank Pace."

"Who do you work for?"

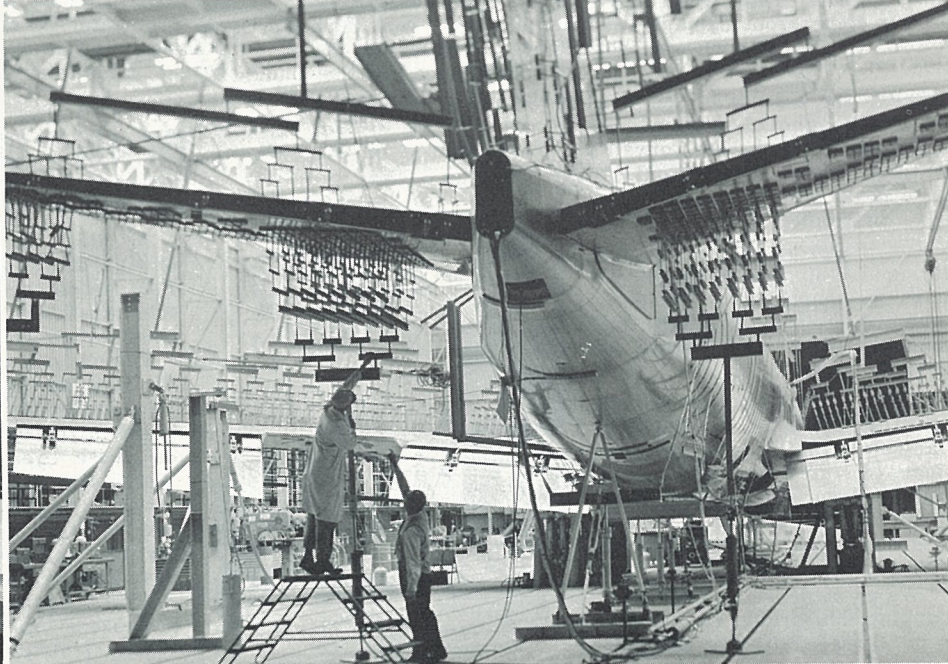
With a half-smile he explained he is president of General Dynamics Corporation.



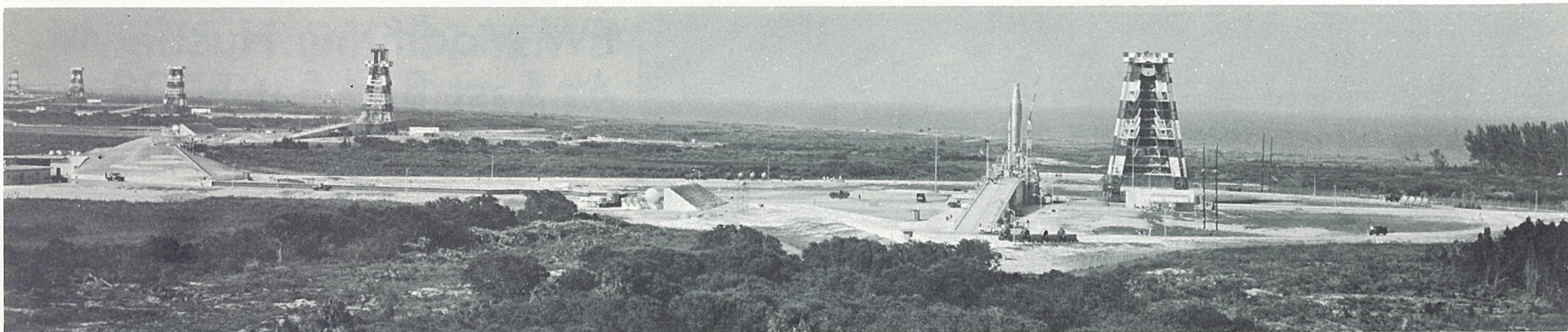
REALISM—Obed Bobbitt of SD structural test lab engineering group went all the way in flotation tests for jet 880 cushions. Here plays role of ditched passenger, clothes and all.



SECOND 880 "FLIES"—Second Convair 880 off the line "flies" while anchored down in structural test program at San Diego seaplane ramp hangar. At left Dept. 6 structural lab men adjusting loads and measuring test data in central control



room are (left to right) D. O. Whitney, A. W. Hamrick, Obed Bobbitt, R. J. Haney, R. H. Holland and S. S. Sifuentes in background, and R. A. Sherman at far right. In right photo Convair SD mechanics adjust whiffletrees that put load on plane.



AT THE CAPE—A scene similar to this is viewed daily by most of Convair contingent assigned to AFMTC, Cape Canaveral, Florida. Shown are Atlas towers

and blockhouses. Sand and tropical growth are typical of landscape thereabouts. Ocean test range begins here, extends deep into South Atlantic.

Convair Ranks At Canaveral Nearly 1,000

Convair's population at the Air Force Missile Test Center at Cape Canaveral, Florida is now almost 1,000 and is expected to remain at this level through this year and next.

B. G. MacNabb, Convair base manager, said last week that this estimate does not take into consideration any new programs which might be assigned to the facility.

"Our work load is expected to remain fairly constant from now on," he said last week. "Of course, there could be new assignments at any time that could materially affect the outlook and increase our activity."

Convair personnel assigned to Florida date back to 1953 when a handful of settlers moved there, assigned to one of the pioneering projects connected with the Atlas program which was to follow. Gradually Convair's population there has grown. In late 1957 it had topped 600 and during 1958 passed the 900 mark where it remains currently. A high percentage have never worked for Convair at any other facility.

All but about 50 work at AFMTC itself, the vast test center from which Atlas and other missiles are fired. There, Convair operates two hangars and several complexes concerned with tests and firings. Certain administrative groups, however, have office space at Patrick AFB some 20 miles distant.

Queried if the build-up at Vandenberg AFB in California would affect Convair's operations at Cape Canaveral, W. W. Withee, assistant chief engineer-test, commented:

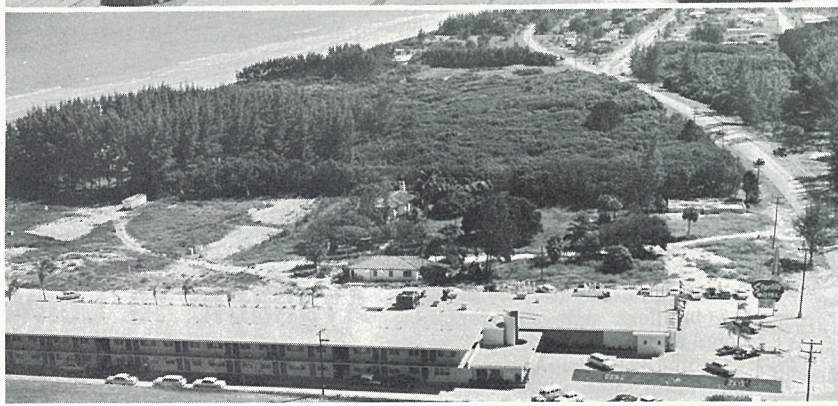
"The total employment level at AFMTC will not be affected by the Vandenberg operation.

"AFMTC is primarily concerned with research and development. They work out the 'bugs' and point the way to the reliable, operational missile. At the same time, there is continuing research and development into new refinements.

"Vandenberg, on the other hand, is a training and operating

Helmich Will Advise Prospective Students

W. F. Helmich Jr., senior thermodynamics engineer at Convair SD, has been named to the MIT educational board for a three-year term. As an educational counselor for the San Diego area, Helmich's duties will consist of counseling and advising prospective students.



CLOSE-UPS—Novel photo at right shows Atlas missile standing alone. It was taken from missile's tower after latter had been

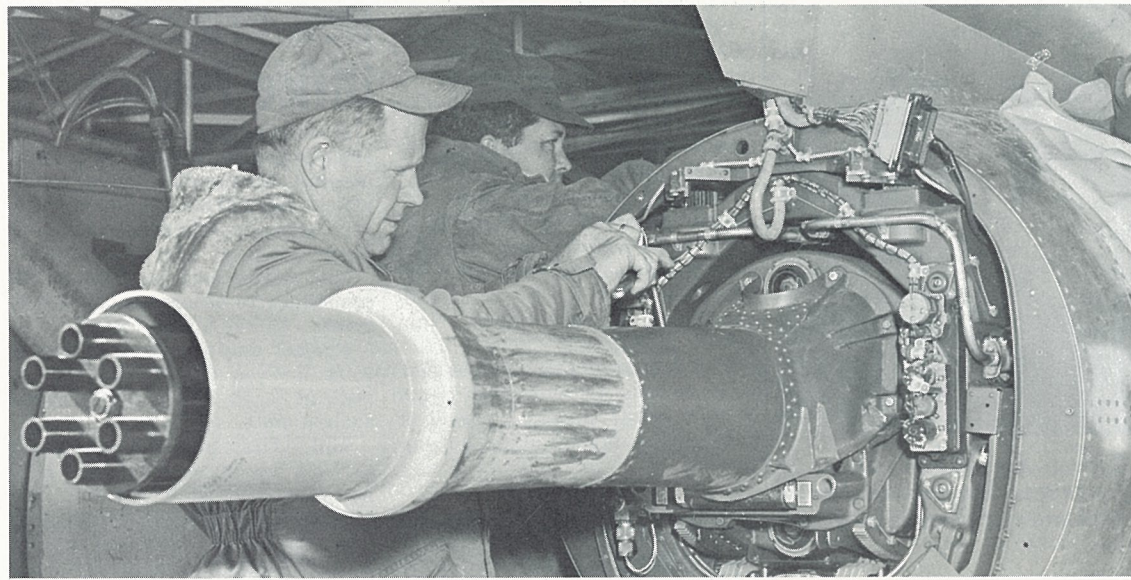
base. "AFMTC will have some interchange of personnel back and forth, to supply Vandenberg with the know-how gained from experience. Certain highly qualified senior personnel have been transferred on a permanent basis."

Typical of these is Robert C. Shotwell, test conductor, who has been at AFMTC from the start of operations there. He will be test conductor on Complex 65-1, first Atlas complex activated at Vandenberg.

Astro Plant Makes A Deep Impression

Astronautics' plant on Kearny Mesa made quite an impression on a driver delivering a shipment from Datamation Inc. of Compton, Calif.

After a vain attempt to get rid of his cargo at Convair SD, he finally found Astronautics and reported back that he had made delivery at "a building about ten stories high, all trimmed in aluminum!"



FINAL TOUCH—Last adjustments are completed prior to firing three-second burst from B-58's six-barrel M-61 Gatling type weapon. Cannon has been tested in firing program at Fort Worth.

B-58 20mm Cannon Fires 50,000 Rounds in Tests

All's quiet on the "northern front" at Convair Fort Worth again after the B-58's 20-millimeter cannon fired its 50,000th round to complete another series of weapon tests.

This most recent in the test series was conducted at the gun butt in the north area of the reservation. For the tests, the

gun was mounted in a specially built stand to simulate its tail position on the B-58.

T. N. (Troy) Whitehurst of Dept. 6-4 and C. G. Hawkins of Dept. 6-7 are now faced with the task of about two months' "reducing." But no diet is involved. The reduction will involve data, not pounds. Both were assigned to the project when it got under way last July.

"Primary purpose of the tests on the six-barrel M-61 Gatling-type weapon was to check out production ammunition boxes and feed mechanism for active defense," said Whitehurst, lanky design engineer.

Developed by General Electric Co., the gun produces a continuous, loud roar when it is fired, rather than the short, staccato chatter that came from the 20-millimeter cannon fired from the now memorialized B-36.

That's because the gun can fire at a rate of more than 6,000 rounds a minute.

"This gun is used in the F-104 and F-105 as well as in the Hustler," said Hawkins, test lab engineer from Texas A&M, as is Whitehurst.

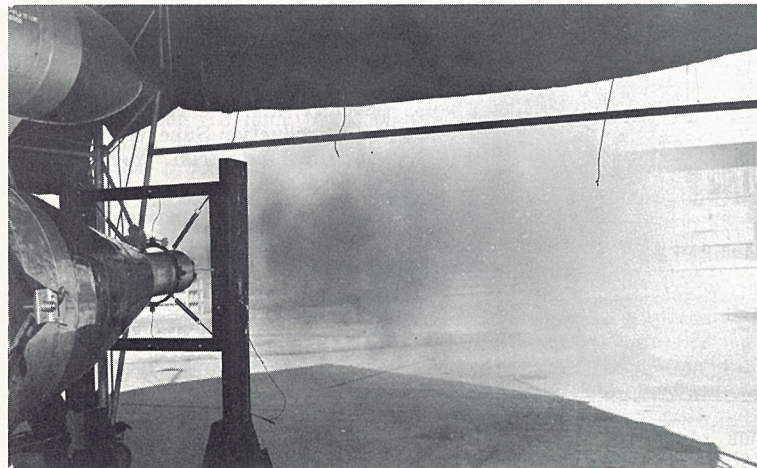
Hawkins said the B-58 weapon weighs approximately 270 pounds, and is considered quite accurate.

The cannon has been test fired in the air from the tail of a Hustler over the Gulf of Mexico. Prior to this, the system was proved successful after other ground tests and flight test firings from a B-47 at Eglin AFB in Florida.

Brazilian Will Visit Convair SD Library

Abner Vicentini, head librarian, Biblioteca Central, Instituto Tecnológico de Aeronáutica, at Sao Paulo, Brazil, will be in San Diego next week (March 10) to visit Convair SD's engineering library.

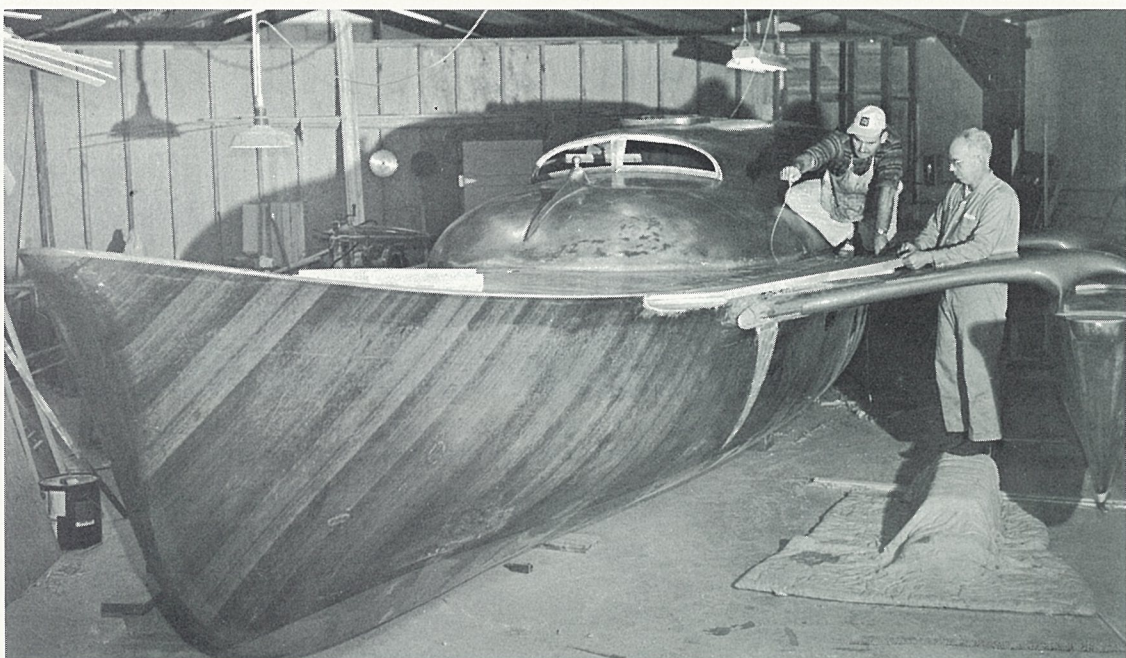
Keith Blair, SD chief librarian, said that Vicentini is in the United States for a three months' tour of the country's libraries.



FIRE AWAY—Shots from B-58's cannon come so fast that sound is a continuous roar. This was scene during actual firing at Fort



Worth test target. At right C. G. Hawkins, left, Dept. 6-7, and T. N. (Troy) Whitehurst, Dept. 6-4, stand by to reduce data.



LOVELY LINES—Modeled after Polynesian craft of old, this Kolumaran (three hulls) is taking shape at San Diego. Builders are Dean Kennedy and Jack Fulton, both SD Dept. 15-6.

Convair Men Serving Space Administration

Eight Convair men and one from General Atomic Division hold memberships on committees of the National Aeronautics and Space Administration.

From Convair SD, C. W. Frick, chief of applied research, is a member of the Committee on Aircraft Aerodynamics; Michael Dublin, chief of dynamics, Committee on Structural Dynamics; and Dr. W. H. Steuer, materials technical chief, Committee on Materials; and Dr. A. M. Small of engineering, Committee on Aircraft Operating Problems.

Astronautics committee members are Krafft Ehrliche, Centaur project director, Committee on Electrical Power Plant Systems; G. L. Armstrong, chief of dynamics, Committee on Control, Guidance, and Navigation; and Robert S. Shorey, engineering, Committee on Structural Design. K. J. Bossart, technical director for Astronautics, is a member of the Committee on Missile and Spacecraft Aerodynamics.

Prof. P. H. Miller of General Atomic Division is a member of the Committee on Nuclear Energy Processes.

Two Convair Men Build Unique 40-ft. Kolumaran

In a warehouse on the outskirts of Old Town in San Diego an odd-shaped dream is becoming a reality for two Convair men.

There the lore of ancient Polynesians, experts in their own rights as pioneer ship builders, and modern principles and methods are being fused together in a manner that will produce a craft unique in this day and age.

In last phase of construction now (launching is set for this May) is a 40-ft. Kolumaran (in Polynesian the word means "three logs"). As the name implies, the craft is three-hulled (because of the double outriggers), but this is as far as the Polynesian ancestry goes.

The builders, Jack Fulton and Dean Kennedy (both SD Dept. 15-6) have planned and labored on this unique craft for over two years. The yacht will weigh a mere 3,000 lbs. and draw but 10 inches of water.

This almost unbelievably light weight and shallow draft for so large a boat will enable it to skim over water at speeds near

that of the prevailing wind.

"The boat was built on the simple theory that the less surface exposed to water, the greater the speed," Fulton says.

Tank and sailing tests with an exact-scale model have demonstrated it is almost impossible for the boat to capsize even in 100-mph winds.

Outriggers are the same shape and about half of boat's length. Each has seven separate watertight compartments, one of which the builders will use for additional storage space.

Cabin, 8x16-ft., mounted on the main hull, has plenty of headroom (6 ft., 8 in. from deck to overhead), berthing and other accommodations for five people and a superabundance of storage space.

Access around cabin, which extends full width of deck, is by wooden catwalk hanging over either side.

Other unique features include an articulated rudder which whips back and forth with the flexibility of an alligator's tail, a high aspect ratio sail plan (tall and thin). Hulls are of monocoque construction (all one piece) built up of shaped plywood and covered with stressed fiber glass. Outrigger arms, built of uni-directional fiber glass, are touted to be strong as steel.

"Even with all these innovations the boat is reminiscent of the outrigger canoes used by the ancient Polynesians who traveled miles across open ocean waters between islands of the South Pacific," Fulton says.

"Though the craft was primarily designed for speed, comfort, and beauty, she assumed such a distinctive Polynesian appearance that we have already christened it the 'Kolu Naia' (three porpoises)."

The dream of the builders is to visit islands in the Pacific and explore coral waters where conventional sailboats dare not approach.

PACE PLATFORM TENNIS CHAMP

General Dynamics President Frank Pace Jr., teamed with advertising executive Clifford Sutter Feb. 15 to win the American Platform Tennis Association men's national senior doubles championship at Scarsdale, N.Y.

In the final match, narrowed down from a field of 31 entries. Pace and Sutter defeated James Carlyle and Berkeley Johnson, national titleholders for past two years, 6-0, 6-3.

Platform tennis, sometimes called "paddle tennis," is played with wooden paddles and a sponge rubber ball on a wooden platform, one-quarter the size of a tennis court.

Is It News?
Call Convairiety

FW Modifying Hustler As Test Bed For F-108

A B-58 Hustler supersonic bomber is now undergoing modification in development department at Convair Fort Worth to make it into a flying test bed for North American Aviation Co.'s F-108 program.

Both North American and subcontracting Hughes Aircraft officials were on hand for the transfer of the plane which had been in test at Edwards Air Force Base. Leonard Roe, supervisor of contracts, and W. D. Halsey, assistant manager of development, represented Convair.

After modification, the B-58 will go into a pre-F-108 flight test program.

Convair development people estimate that modification will be completed this summer.

In addition to the aircraft already in the F-108 program, another Hustler is expected to take part around the middle of April.

Convair is also building two special pods as part of the program.

On hand at the inspection ceremony in addition to Roe and Halsey were O. Wehmanen, project engineer, J. Jerotz of Hughes, Robert Ralston and Lory Watts of North American.

* * *

Convair San Diego is designing and manufacturing the F-108 wing under a multimillion dollar contract with North American.

Project staff has been formed under W. S. Stroud and engineers are deep in the design of the wing for the trisonic interceptor which is being built for the Air Force. The long range jet will have a combat ceiling of over 60,000 feet and combat range of at least 1,000 miles.



BIGGEST VALENTINE—Pert Joyce Christian of Convair Fort Worth accepts a B-58 valentine on behalf of company from crew at Edwards AFB which painted it. Hustler was returned from Edwards to be modified for pre-F-108 flight test program.

Library of Technical Matter Available to Convair Folk

One of the most extensive concentrations of scientific and technical information known to the free world is available to Convair employees everywhere through the facilities of an unusual organization.

It's called the Armed Forces Technical Information Agency (ASTIA).

This government agency has brought together thousands of reports, old and new, on Department of Defense sponsored scientific and technical programs since World War II.

Actual reports or copies have been compiled into a vast library. An elaborate cross-filing system lists each report under a number of headings for easy access to the user. Included are the works

of service personnel as well as that performed by contractors working for all Department of Defense agencies.

Central storehouse for these reports is ASTIA's Washington, D. C. headquarters. However, regional offices in New York, Dayton, Los Angeles and San Francisco maintain catalogued cards on all reports as well as microcards. For instance, the Los Angeles office reports 200,000 microcards available for immediate consultation or borrowing.

Louis Canter, chief librarian at Convair Astronautics, reports extensive use of services available at the Los Angeles office by personnel at Astronautics, San Diego and Pomona.

"Astronautics researchers are able to determine in advance what is known on various projects or programs, avoiding costly duplication of effort," Canter said.

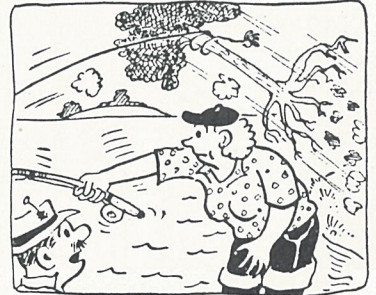
Questions concerning ASTIA material available and its use should be directed to the chief librarian at each Convair division.

Steuer Discusses Rockets, Spaceships

Dr. W. H. Steuer, chief of engineering materials technical group at Convair SD, discussed "Rockets and Spaceships" at a meeting last month in Rochester, N.Y.

Dr. Steuer reviewed development of rockets and missiles, dealing with extremes of temperatures, stress and strain, weight, cosmic and solar radiation, and the effects of cosmic dust and fragments on missile materials.

The meeting was sponsored jointly by the Rochester Chapter of the American Society for Metals, American Foundrymen's Society, and the Superintendents and Production Supervisors Group of the Industrial Management Council.



"Well, at least you have a powerful cast, Marie."



CHAMPION—Chris Combs of Convair Fort Worth's Dept. 35 checks over some of her 75 racing pigeons. She entered four in recent Fort Worth Fat Stock Show, took one first, two seconds and a third.

Unwashed

Year-Old Racing Pigeon Wins Blue Ribbon—Without a Bath

Chris Combs of Convair Fort Worth's Dept. 35 took highest honors with one of her pigeons at the recent Fort Worth Fat Stock Show.

The bird is "Sir Joe," a champion one-year-old racing homer.

Mrs. Combs, whose husband, B. H. Combs, also belongs to the Convair clan, said she had never before entered any of her 75 pigeons in any sort of show. Decision to enter this one was at the last minute.

"I didn't even have time to wash Sir Joe before taking him down there," she said.

Mr. and Mrs. Combs didn't wait for the judging, since they

weren't expecting to place.

"It was quite a surprise when they called us and said Sir Joe took a first. I had four birds entered, and the others won two second places and one third place," she added.

Both Combs and his wife are members of the Greater Fort Worth Racing Pigeon Club, and are active in almost all racing contests in this area.

Combs says the pigeons fly at a speed of 60 mph and have above-average vision—their eyes are equipped with three lenses.

"We let our birds out to fly once or twice a day, for exercise," Combs added.

NEWS FROM OTHER DIVISIONS OF GENERAL DYNAMICS CORP.

General Dynamics Corporation, created in April, 1952, as successor to Electric Boat Company, is composed of six divisions and a Canadian subsidiary, Canadair Ltd. of Montreal, airframe builders. The divisions are:

Convair, head offices at San Diego, Calif., aircraft, missiles and space systems.
Electric Boat of Groton, Conn., submarines.
Stromberg-Carlson, of Rochester, N. Y., telecommunications, electronic equipment.
Liquid Carbonic of Chicago, Ill., carbon dioxide producer, industrial and medical gases.
General Atomic of San Diego, Calif., nuclear research, development, production.
Electro Dynamic of Bayonne, N. J., electric motors, generators.



SWING-TAILS—At top is model of Canadair's CL-44, long-range turboprop, with swing-tail feature to facilitate loading. Below is artist's conception of Convair 600 jet, also with swing tail. Plan under study calls for 600's main landing gear to "kneel," permitting ground-level loading.

Both Canadair, Convair Plan Swing-Tail Aircraft

NEW YORK — Plans for two new cargo transport aircraft, a turboprop and a turbojet, both employing swing-tail features to facilitate loading and unloading, were announced by Earl D. Johnson, executive vice president of General Dynamics Corporation, during a luncheon at the Wings Club here.

Canadair Limited of Montreal, a subsidiary of Dynamics, announced that the swing-tail feature, in which the whole aft section of the fuselage, including the entire tail, would swing aside, will become standard on its CL-44 long-range turboprop transport.

At the same time Convair Division in San Diego announced a proposed swing-tail cargo version of its 635 mile per hour Convair 600 jet transport.

Convair is building 25 passenger 600s for American Airlines and Canadair is producing the CL-44 in quantity for the Royal Canadian Air Force.

Johnson pointed out that rear-entry construction of this type has obvious advantages over previously constructed cargo aircraft. Long or bulky objects can be put aboard without maneuvering through a side door—vehicles can be driven directly into

the fuselage. Other rear-entry types now in use have elevated tails or other features not as desirable aerodynamically as the classic straight-tube airliner fuselage, he said.

The CL-44, powered by four Rolls Royce Tyne 12 engines, has a cruising speed of more than 400 miles per hour, and a maximum takeoff weight of 205,000 pounds. It will be able to carry a maximum payload of 60,000 pounds or 167 passengers. With a load of 100 passengers it will have a range of 5,800 miles. The interior cabin is about 100 feet long.

The swing-tail Convair 600 would have a cargo-cabin area 80 feet long by ten feet, eight inches wide and seven feet one inch high. As a troop carrier it could haul 147 men in six-across seating or 123 in five-across configuration. Powered by four General Electric CJ-805-21 aft-fan engines, the plane would have a range of 5,750 miles with a payload of ten tons or 2,935 miles with a payload of 35 tons. Maximum takeoff weight is 275,500 pounds.

S-C Dedicates New Acoustic Test Facility

ROCHESTER — A demonstration of submarine-hunting by sonar marked the opening of the nation's largest indoor underwater acoustic test facility at Stromberg-Carlson last month. (SONAR is short for SOUNd Navigation Ranging).

As high-ranking Navy personnel and General Dynamics executives attending the Anti-Submarine Warfare Conference here listened and watched, sound was transmitted underwater and the echo off a model submarine was recorded. The full advantages of the uniformity and stability of the indoor facility, in contrast to the instability of open-water measurements, were emphasized by this fully-instrumented demonstration.

RAAdm. John S. Thach, a key commander in the Navy's anti-submarine defense planning, dedicated the new sonar facility by pouring into the tank a bottle of Arctic water collected by the atomic submarine Skate when it made its historic trip to the North Pole.

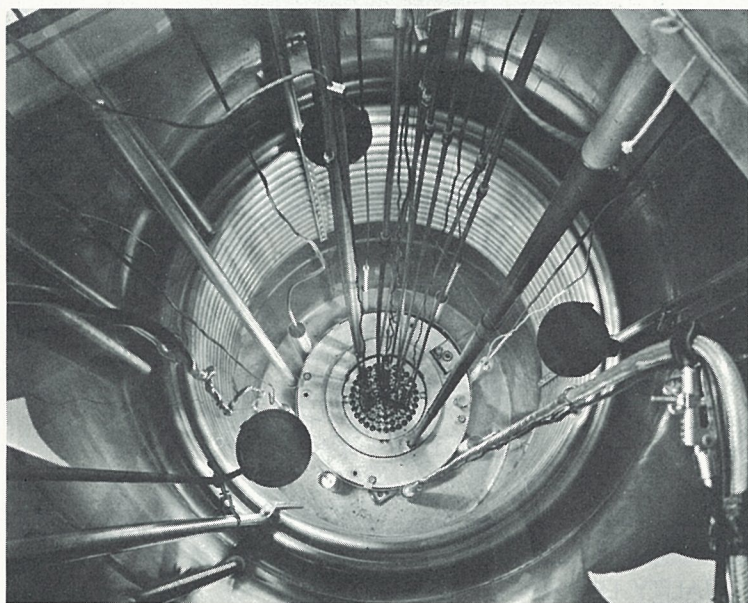
The new sonar tank, measuring 48 feet in diameter and 30 feet in depth, will play an important role in developing defenses against the deep-running nuclear submarine, Lawrence B. Richardson, senior vice president-engineering of General Dynamics, told the conference.

The new underwater acoustic facility is equipped to carry out basic research in sonar, and to study new techniques for detecting the quiet nuclear submarines.

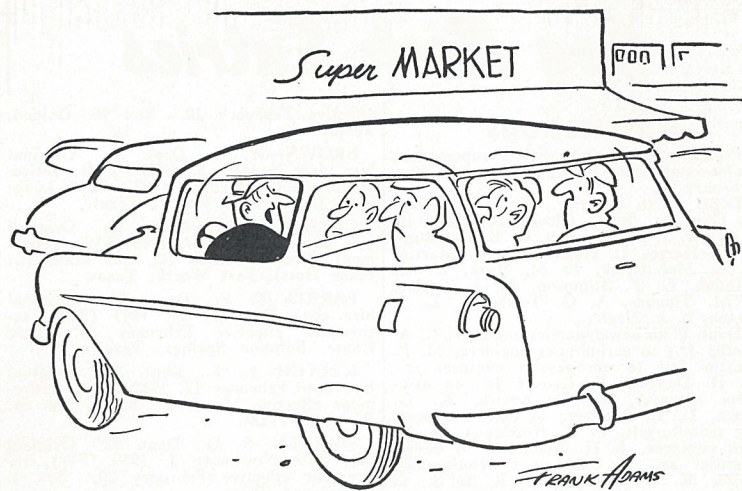
The size of the tank, accommodates the longer wave lengths which have come into use since World War II. The instrumentation also is unusually complete, providing maximum flexibility and utilization. It includes a seven-channel tape recorder-reproducer, an automatic sweep frequency transmission measuring set, a constant bandwidth analyzer, a proportional band analyzer, memory oscilloscopes and cameras, a high speed camera and a variety of transducers.

CANADAIR TO BUILD ELECTRONIC SORTER

MONTREAL — Canadair has been awarded a contract for the pilot installation of an electronic mail sorting machine.



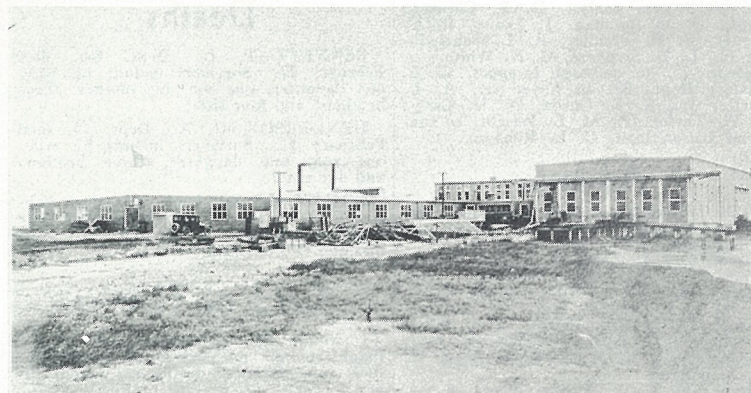
THIS IS TRIGA—This is photo of TRIGA reactor core, taken from top looking into and through 16 feet of water which serves as shielding. U. S. Veterans Administration Hospital at Omaha, Neb., has purchased one from General Atomic.



"As president of the car pool, I make a motion we stop and do our shopping . . . all opposed, signify by walkin' home . . ."

Gallaudet Forsakes Aircraft For Tennis Racket Strings!

(This is the third installment in a continuing history of Convair. The first two traced the early years of Gallaudet Aircraft, an important Convair "tributary," under the leadership of brilliant Edson Gallaudet, pioneer aircraft designer.)



This was the Gallaudet Aircraft factory building at East Greenwich, R.I., as it looked in the early '20s.

A "Liberty Tourist" airplane, built by Gallaudet Aircraft Corp. and called the "last word in travel comfort," figured in an amusing incident in 1920, later known as the "Bombing of F.D.R."

Franklin D. Roosevelt was to accept the Democratic vice presidential nomination in outdoor ceremonies at Hyde Park on Aug. 9. The New York Evening Post chartered the Liberty Tourist to deliver 1,000 special airplane editions to the scene. Piloting the plane was Leo Bourdon and his brother, Allen. (Bourdon, one-time Gallaudet employee and later with Consolidated, is still with Convair, in Dept. 99 at SD).

A field adjacent to the speaker's platform was too small to land on, so, while Allen circled, Leo tied the papers into 50-pound bundles and "bombed" the pasture. The bundles broke, papers scattered and the crowd ran to get them. "We just about broke up the speaking!" Leo recalls.

* * *

By 1922 Gallaudet Aircraft was in serious financial straits. It had lost nearly \$3 million since World War I. Its founder, Edson Gallaudet, had resigned and set up a business of his own—making waterproof tennis racket strings! They were manufactured by treating silk strands with airplane dope. He ultimately sold thousands of yards to sporting goods firms.

As Reuben Hollis Fleet, who founded Consolidated Aircraft the following year, said of Gallaudet, he "was a wonderful man as an engineer, but he would cheerfully undertake to build a plane with 15 innovations, any one of which could cause failure."

Fleet, destined to take over the

Tool Apprentices Elected to Office

Two Convair SD tooling apprentices, Fred Simeth and Bob Barone, were elected last week secretary-treasurer and membership chairman, respectively, of the student chapter of American Society of Tool Engineers in San Diego.

Earl Williams (Dept. 600), chairman of the senior chapter of ASTE, will officiate April 10, 7 p.m., at San Diego Hotel when the student chapter receives its charter.

Gallaudet assets when he formed Consolidated, was then 36 years old, a self-made businessman and ex-legislator who had served five years in the Air Service. He was born March 6, 1887, in Montecano, Wash. As a youngster he sometimes worked in the woods with his father, a timber buyer who had reached the Pacific Northwest from Kansas City by foot, horseback and stage coach.

Reuben Fleet finished grade school and entered Culver Military Academy, graduating in 1906 with an appointment to West Point. The Army ruled he would have to wait two years (until he was 21) to enter. By that time Fleet was launched on a business career of his own, as timber appraiser and real estate dealer.

Fleet struck his first blow for aviation in 1915, as adjutant of the Washington National Guard and youngest member of the State Legislature. With an aviator friend at the controls of a homemade plane, he circled the dome of the state capitol for 35 minutes—then introduced a bill appropriating \$250,000 for aviation training in the National Guard. (This topped the \$225,000 appropriation Congress had voted for the entire country!)

As Fleet expected, passage of the bill in the lower house attracted national attention. He let the measure die after the Signal Corps Aviation Section agreed to press Congress for funds to train one guardsman from each state annually.



President Woodrow Wilson is shown with Reuben H. Fleet at time of inauguration of air mail service.

Center to Process Automatic Data

LOS ANGELES — The Electronic Control Systems facility of Stromberg-Carlson Division formally opened last month the first automatic data processing center on the West Coast for the preparation of magnetic tapes to be used to operate numerically controlled machine tools.

The Center will function as a customer service organization to support the preparation of magnetic tapes to customers' specifications for the operation of ECS DIGIMATIC Contouring Control Systems.

These systems are currently being installed and operated in leading aircraft manufacturing plants.

Log Book Entries

Promotions

Promotions to and within supervision, professional and administrative effective February 16:

Dept. 4: to buyer-sr., E. G. Banning, M. Cates Jr., R. D. Clover, B. Conly, H. C. Davis, J. P. Ferguson, C. L. Gaskamp, C. C. Harris, L. Hughes, H. C. Martin, A. L. McKittrick, E. M. Rusk, D. G. Saindon, G. P. Stimpson, M. I. Taylor, J. M. Thomas, A. G. Towle, C. E. J. Veach, L. A. Ziegler.

Dept. 6: to aerodynamics engineer, C. A. Lindle Jr.; to aerodynamics engineer, M. F. Mastin Jr.; to aerodynamics engineer sr., D. H. Daggett, B. Gruver Jr.; to associate engineer, R. E. Ancira, K. G. Sloan, D. L. Sweetzer; to chief engineering metallurgist, F. C. Nordquist; to design engineer, J. H. Robinson; to design engineer sr., F. Chester; to engineering writer, C. W. Albright, L. R. Smith; to flight test engineer, D. C. Graham; to flight test engineer senior, S. A. Piel; to industrial motion picture project director, R. S. Mitchell, J. M. Ratliff; to project structures engineer, A. A. Cunningham; to propulsion engineer, F. C. Cardinale, R. D. Wegrich; to propulsion engineer sr., G. S. Massingill; to structures engineer, J. E. Foshee, H. Lederman, R. L. Nelson; to test engineer, R. H. Dean; to test engineer sr., P. L. Charvoz.

Dept. 8: to manufacturing engineer "A," R. C. Hartwig, Dept. 19: to EDM Programmer sr., L. M. Hawthorne, J. R. Mackley; to tabulating analyst, K. M. Harris.

Dept. 21: to project coordinator, B. W. Matthews; Dept. 23, to associate manufacturing research engineer, D. J. Taylor; Dept. 25: to mechanical design engineer "A," B. P. Boucher.

Dept. 28: to chemist sr., G. T. Baze, Jr.; to process analyst, D. R. Clawson; Dept. 63: to foreman, J. Leahy, R. C. Parker, B. R. Plumlee, R. L. Scholwinski Jr., L. L. Stephens, C. N. White.

Dept. 75: to assistant foreman, C. L. Baxter; Dept. 89: to buyer sr., A. L. Bartley Jr., R. E. Curda, W. H. Davis, L. W. Taylor Jr., M. E. Wright; to material liaison man, C. L. Robeson.

Awards

The following received Employee Suggestion awards totaling \$907.29 for the period ending 9 February.

Dept. 6, J. L. Eblen, T. J. Ryan, B. G. Yeaman, T. J. Lunn; Dept. 20, C. R. Baker; Dept. 25, A. K. Brammer, G. C. Brooks, R. E. Crowder.

Dept. 27, R. A. Vaughan, G. A. Strittmatter, W. M. Allen, R. Brannon, J. J. McGee; Dept. 28, W. L. Kern; Dept. 31, W. A. Ballard.

Dept. 36, T. P. Lowry; Dept. 56, M. E. Dillard; Dept. 59, J. R. Beeman; Dept. 64, L. G. Meier, B. R. Travis.

Dept. 74, P. E. Noe; Dept. 81, D. W. Lawless, W. E. Wiley.

Retirements

BOGGS—T. J., Dept. 81. Original hire date January 29, 1951 (FW), retirement effective February 10. Box 96, Golden, Texas.

BROWN—W. A., Dept. 31. Original hire date August 5, 1943 (FW), retirement effective February 27. 7812 Longfield Drive, Fort Worth, Texas.

CURRY—R. L., Dept. 30. Original hire date December 4, 1946 (FW), retirement effective March 10. 303 Main St., Plaza Hotel, Fort Worth, Texas.

FARRIS—T. F., Dept. 74. Original hire date February 17, 1947 (FW), retirement effective February 17. Star Route, Sulphur Springs, Texas.

KEETCH—L. T., Dept. 31. Original hire date February 12, 1947 (FW), retirement effective March 2. Rt. 1, Box 64, Burleson, Texas.

WARREN—R. D., Dept. 82. Original hire date November 8, 1950 (FW), retirement effective February 20. Box 4, Greenwood, Texas.

WATSON—F. E., Dept. 25. Original hire date March 7, 1951 (FW), retirement effective February 13. Rt. 1, Box 205, Weatherford, Texas.

Births

DAINGERFIELD

WOODS—twin daughters, Anita Elaine, 7 lbs., and Alicia Gail, 7 lbs. 4 ozs., born February 17 to Mr. and Mrs. G. S. Woods, Dept. 2.

FORT WORTH

WARD—Le Ann, girl, 6½ lbs., born Feb. 20 to Mr. and Mrs. M. D. Ward, Dept. 10.

Deaths

BENNETT—T. L., Dept. 6-5, died February 22. Survivors include his wife, one daughter, one son, his mother, three brothers, and four sisters.

HENDERSON—G. A., Dept. 15, died February 11. Survivors include his wife, one son, one daughter, three brothers and one sister.

GRIMES—L. R., Dept. 96, died February 17. Survivors include his wife, one daughter, one son, his mother, two sisters and two brothers.

Card of Thanks

I would like to express my sincere thanks to all my wonderful friends for their remembrances during my recent illness.

J. D. Williams, Dept. 27-1

Lost and Found

LOST — Ladies yellow gold Bulova watch, black cord band. Lost Thursday Feb. 12. Contact Faye Briley, Dept. 6-7, ext. 3523.



MATCHMAKERS?—Could be. But actually it's some of the Wing and Masque players caught at "The Matchmaker" rehearsals. They are, left to right, Jean Mooneyham, Guy Spencer, Joyce Christian and Pat Baker. Directing is Chesley York at right.

'Matchmaker' Play Dates Moved To April, Director Announces

Production dates for "The Matchmaker," Thornton Wilder's four act farce now in rehearsals at the CRA Wing and Masque Playhouse, have been moved up to April because of the Easter holidays.

Commissioner E. S. (Stan) Brown, who is also directing, changed the payroll to April 2, 3, 4, 9, 10 and 11 because of the Easter season. The play had originally been set for March 19, 20, 21, 26, 27, and 28.

Casting is now complete with

Three Chess Teams Compete in New FW Chess League

Three CRA chess teams entered the newly organized Fort Worth Chess League last week and will be playing two games each month.

Commissioner Dick Wooten said he hopes other prospective players will participate as he hopes to enlarge the reserve pool and the number of Convair represented teams.

Presently, there are six teams in the city league, three of which are sponsored by CRA. There are six players to a team, and three categories of players—advanced, intermediate and beginners.

Those interested in organizing a team or being alternates are asked to contact E. E. Grimm at AT 4-7289 or Wooten at ext. 302.

Club members will meet tonight at 7:30 p.m. in the card room at CRA.

Control Line Tilt Planned Sunday

CRA model airplane enthusiasts will have another control line contest Sunday at 12 p.m. at Forest Park.

Winners in the last contests were Chuck Rutledge, C. L. Price, Marion Kitchens, E. G. Clifton, Stuart Lee and Bill McInturf.



QUALITY LEADER—Department 35 took top quality improvement honors handed out for January. Pictured here with the plaque are, left to right, R. E. Hatton, inspection supervisor; E. C. Costantino, Dept. 35 general foreman; Mrs. M. K. Canada of Dept. 35; and R. E. Atnip.

Employee Bond Buying Lauded

Convair employees' purchases of U. S. Savings Bonds are the largest single factor in the continued outstanding success of the savings bond program in the 20 counties which make up the Fort Worth area.

Bert E. Godfrey, savings bond chairman for the area, paid this tribute to Convair people at a dinner February 25 at Worth Hotel.

He told representatives from each of the counties that the Fort Worth area in 1958 was the only heavily populated area in Texas to meet and exceed its savings bond target. The area accounted for approximately 18 million dollars in purchases — about 109 per cent of goal.

Representing Convair at the meeting was F. E. Chambers, manager of industrial relations and security.

Convair employees in 1958 purchased a total of \$7,788,486.25 in savings bonds by payroll deduction, the largest operation of this type in this part of the nation. In the year, employee purchasers at the peak totaled more than 66 per cent of all employees, and at year's end totaled over 60 per cent of all employees. Bond purchases for some time now have run at a level of about six per cent of the entire payroll.

Collector Will Talk To CRA Coin Clubbers

Raymond E. Bond, a bank cashier and professional coin collector, will speak to CRA coin club members at 8 p.m. on March 10 at the clubhouse.

Bond's collection includes all the regular mint coins since 1792 except a few extremely rare pieces. He says he's proudest of his collection of gold coins which are insured for something like \$50,000.

Traveling extensively for the bank to give coin lectures, Bond says that his job is more like a hobby than work.

Coin club members will have a chance to question Bond on any phase of coin collection, as his speech will not be formal but on an impromptu basis.

Dr. Orr to Talk On Space Vehicles

CRA astronomy club members will hear something about "Space Vehicles" from Dr. William Orr at their next meeting set for 7:30 p.m. on March 18 at CRA.

Dr. Orr is a Convair senior aerophysics engineer.

The Passing Years

The following service emblems were due during the period March 1 through March 15.

Twenty-year: Dept. 6, L. J. Long.

Fifteen-year: Dept. 6, W. E. Klegka, S. J. O'Shaughnessy; Dept. 15, J. K. Minter; Dept. 16, W. E. Ahola; Dept. 20, S. B. Applewhite.

Dept. 22, L. R. Glover, J. D. Johnston, B. C. Taylor; Dept. 23, J. Kuffner; Dept. 24, R. C. Bennett; Dept. 25, H. S. Smith, J. A. Stewart.

Dept. 29, E. M. Van Huss; Dept. 30, C. A. Baker, G. J. Koloff; Dept. 31, M. Hayes, R. W. Smith; Dept. 32, J. H. Hodges.

Dept. 36, M. C. Karr; Dept. 46, D. Bowman, E. G. Irwin; Dept. 54, T. A. Miller, C. F. Wolfe; Dept. 55, A. Simmons.

Dept. 56, D. A. Shaw; Dept. 57, M. N. Wilson; Dept. 58, J. O. Hood; Dept. 63, V. B. Orr; Dept. 59, S. C. Atchison, J. B. Parker.

Dept. 65, O. S. Knudson; Dept. 74, J. F. Peppers; Dept. 82, C. A. Smalley; Dept. 95, L. L. Green.

Ten-year: Dept. 4, G. A. Hutchison, B. J. Rayburn; Dept. 6, L. J. Kulakowski, T. K. Lance, O. O. Ohlsson Jr.; Dept. 15, R. L. Norton.

Dept. 20, C. F. Gann, H. W. Gilliland, S. J. Moore; Dept. 21, A. A. Schrimsher; Dept. 22, K. H. Bosher, O. G. Hill, R. M. Pratt; Dept. 24, E. C. Jordan, W. C. Larson, B. Willbanks.

Dept. 25, H. L. Grimmer; Dept. 27, A. E. Coston, H. E. Miller Jr.; Dept. 32, J. F. Hazard Jr., B. M. Riley; Dept. 33, T. Brewer, W. Lee.

Dept. 34, O. H. Sonnenberg; Dept. 36, W. E. Shumate; Dept. 46, C. B. Bigham; Dept. 65, J. D. Gowan; Dept. 73, L. M. Richardson.

Dept. 75, A. J. Koon; Dept. 81, I. S. Beach, E. W. Beaty; Dept. 82, E. W. Patton.

Activities Calendar...

Convair Recreation Association events in the next two weeks are listed below. Readers interested may clip this column and save it for reference until next issue of Convairiety. For more information, phone CRA office, ext. 2771 at Fort Worth, ext. 424 at Daingerfield.

Fort Worth

Tonight, March 4

ASTRONOMY: work parties, 7 p.m., CRA.

BRIDGE: master point session, 9:30 a.m., CRA.

CHESS: meeting, 7:30, CRA.

DRAMA: rehearsal for "The Matchmaker" 7:30-10 p.m., CRA Playhouse.

RANCH ACTIVITY: calf roping, 8-10 p.m., ranch area, CRA.

WOMEN'S ACTIVITIES: film, "American Cancer Society," 8 p.m., CRA Club House.

Thursday, March 5

ARCHERY: shoot, 7-10 p.m., archery range, CRA.

ART: class, 7:30 p.m., FW Art Center.

BADMINTON: play, 7:30-10 p.m., Stripling Jr. High Gym.

DRAMA: rehearsal for "The Matchmaker" 7:30-10 p.m., CRA Playhouse.

RADIO: operating night, 7:30 p.m., CRA.

SQUARE DANCING: classes: beginners 7 p.m.; advanced 8:15 p.m., CRA.

Friday, March 6

BRIDGE: class, 6:30 p.m.; duplicate session 7:45 p.m., CRA.

RANCH ACTIVITY: cutting 6-8 p.m.; roping 8-10 p.m., ranch area, CRA.

Saturday, March 7

ASTRONOMY: work parties, 9:30 a.m.-3 p.m., CRA.

Sunday, March 8

MODEL AIRPLANE: control line contest, 12 noon, Forest Park.

SKIN DIVING: spear fishing contest, Possum Kingdom.

RANCH ACTIVITY: advanced riding lessons, 2 p.m., cutting 4-6 p.m.; roping 6-8 p.m., ranch area, CRA.

Monday, March 9

DRAMA: rehearsal for "The Matchmaker" 7:30-10 p.m., CRA Playhouse.

MOVIE: "The Detective" with Alec Guinness. Shown lunch period 50-foot aisle.

VOLLEYBALL: league play, 6:45 p.m., Southside Recreation Building.

Tuesday, March 10

CAMERA: photography class, 7-9 p.m., CRA.

COIN: meeting, 8 p.m., CRA.

Daingerfield

Sunday, March 15

MODEL AIRPLANE: "dogfight," 2:30 p.m., Lone Star Steel Company softball field.

RANCH ACTIVITY: cutting, 7-9 p.m., ranch area, CRA.

TABLE TENNIS: play, 7:30 p.m., CRA.

Wednesday, March 11

ASTRONOMY: work parties, 7 p.m., CRA.

BRIDGE: duplicate session, 9:30 a.m., CRA.

CAMERA: slide show, 7:30, CRA.

DRAMA: rehearsal for "The Matchmaker" 7:30-10 p.m., CRA Playhouse.

RANCH ACTIVITY: calf roping, 8-10 p.m., ranch area, CRA.

WOMEN'S ACTIVITIES: Mrs. Jewel Taylor "Interior Decorating," 10 a.m., CRA.

Thursday, March 12

ARCHERY: shoot, 7-10 p.m., archery range, CRA.

ART: class, 7:30 p.m., FW Art Center.

BADMINTON: play, 7:30-10 p.m., Stripling Jr. High Gym.

DRAMA: rehearsal for "The Matchmaker" 7:30-10 p.m., CRA Playhouse.

RADIO: operating night, 7:30 p.m., CRA.

SQUARE DANCING: classes: beginners 7 p.m.; advanced 8:15 p.m., CRA.

Friday, March 13

BRIDGE: tournament, 1:30 p.m., CRA.

RANCH ACTIVITY: cutting 6-8 p.m.; roping 8-10 p.m., ranch area, CRA.

Saturday, March 14

ASTRONOMY: work parties, 9:30 a.m.-3 p.m., CRA.

BRIDGE: tournament, 9 a.m., CRA.

Sunday, March 15

BRIDGE: tournament, 1:30 p.m., CRA.

CHESS: meeting, 2 p.m., CRA.

RANCH ACTIVITY: advanced riding lessons, 2 p.m.; cutting 4-6 p.m.; roping 6-8 p.m., ranch area, CRA.

Monday, March 16

DRAMA: rehearsal for "The Matchmaker" 7:30-10 p.m., CRA Playhouse.

MOVIE: "It Should Happen to You" with Judy Holiday.

VOLLEYBALL: league play, 6:45 p.m., Southside Recreation Building.

Tuesday, March 17

CAMERA: photography class, 7-9 p.m., CRA.

SKIN DIVING: meeting 7:30 p.m., CRA.

STAMP: meeting 8 p.m., CRA.

RANCH ACTIVITY: cutting, 7-9 p.m., ranch area, CRA.

TABLE TENNIS: play, 7:30 p.m., CRA.

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Convairiety

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First Place Winner
International Council of Industrial Editors

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SD Editorial Offices, Building 32, Plant 1, ext. 1071. Staff: Grayce Fath, Helen Pemberton, Fred Bettinger.

FW Editorial Offices, Col. 73-C, Ext. 2961. Mailing Address: Convairiety, Convair, Fort Worth, Texas. Telephone PE 8-7311. Staff: Bob Vollmer, Fort Worth editor; Pat Baker, Mary Beck.

Astronautics Editorial Offices, Bldg. 2, new plant, ext. 1154. Staff: Bryan Weickersheimer, Astronautics editor.

Pomona Editorial Offices, Room K-222, Bldg. 2, ext. 6226, mail zone 3-8. Staff: James Combs Jr., Pomona editor; Dorothy Keller.

Antelope Valley Editorial Offices, Room 31, Bldg. 301B, Palmdale, ext. 337. Staff: Betty Lou Nash.

'Operation: Grand Slam' Set By Bridge Club in March

Target dates for CRA's "Operation: Grand Slam" have been set for March 14 and 15 as CRA bridge enthusiasts start bidding in a third annual sectional tournament to be held at CRA.

Count down for the actual tournament launching will be 9 a.m. on Saturday and 1:30 p.m. on Sunday.

A special cocktail and buffet have been planned specially for Convair spacemen on March 13 at CRA. Refueling will begin at 6:30 p.m. with dinner and

bridge starting at 7 p.m. and 8 p.m. respectively.

Tournament play gets rolling on March 14, Saturday, at 9 a.m. with Project Atlas or a team-of-four. Running simultaneously with this will be a side game entitled Project Bird Watchers.

Afternoon sessions on March 14 will be men's pairs commencing at 1:30 p.m., the same time as the women's pairs. These two games will be called Projects Minute Men and Dinahsoar respectively. That night at 7:30 p.m. Project Spatnik will usher in mixed pairs playing.

Two projects have been set for March 15, Sunday. Project Prime Target, open pairs, will start qualifying at 1:30 p.m. with finals set for 7:30 p.m. A consolation game will end the tourney beginning at 7:30 p.m. which will be tagged Project Fall Out.

Buffet suppers will be served between events both March 14 and 15, and space reservations can be made at Hotel Texas and Western Hills or by contacting I. B. Hale at PE 7-4694.

Softball Fans Invited To Meet on March 18

There will be a meeting in the Council Room at CRA at 7:30 p.m. on March 18 for all Convair people interested in softball.

Commissioner R. L. Evans says that he hopes all softball enthusiasts will show up for the organizational meeting — boys and girls included.



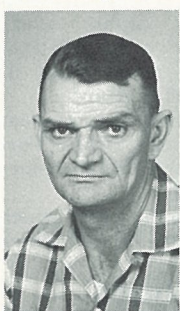
CUP OF JAVA — Convair FW's Roy Arledge, left, draws a cup of hot java at recent B-36 work party at Carter Field. C. A. Doyle has also been "sprucing up" the plane.

Baseball Meet Set for CRA

Prospective members of the 1959 CRA baseball team will meet at 5 p.m. tomorrow night at the CRA baseball field.

Commissioner Roy Jarl and Manager Bert Parker will be on hand to explain the approaching season to those who might like to tryout.

"Actual tryouts have been set for later," Parker said. "We're



PARKER

just trying to see who we've got and will take down addresses and phone numbers."

Parker says he's looking for as many players as he can get and that the field is wide open for all newcomers.

Like last year, several of the men expected out for the team have been semi-pro players. Parker says, however, this doesn't assure these people of a berth on the team.

"Everybody's got to produce and put his all into it," the manager added. "We'll have another tough season this year which will make teamwork inevitable."

Last season's CRA baseballers were city and district champs and went to the state finals where they were defeated in the playoffs.

Engineers Top Flight Test to Take Title

CRA's cagey Engineers out-hooped a determined Flight Test five 41 to 30 recently to latch onto the championship title of the second half of Wednesday night league basketball.

In addition to the second place Flight Test team, other standings show Dept. 64 Instrumentation, Dept. 28-4 and the Props coming along in that order.

Now the Tuesday night Tooling champs and the Engineers are both in a Class B City League playoff which will run to March 11.

CRA's Rockets, the independent Convair quintette, are also playing in the City League playoffs in the Class A category.

Mike Paul Bowls 268 in 666 Series

Mike Paul of Dept. 16 caused quite a bit of excitement at R. and R. Bowlanes on University Drive recently when he rolled a 268 in a series of 666.

Paul bowls with the Wednesday night Convair Guys' and Gals' League.

CRA Camera Club Will View Slides

A slide show will be presented for CRA camera club people at their next meeting March 11 at 7:30 p.m. at the clubhouse.

The slides will be shown along with a lecture by a representative of the Photographic Society of America from Dallas.

Carolyn Norman Wins Again To Retain Texas Open Title

CRA's Carolyn Norman successfully defended her Texas open women's singles title when she outpaddled her mother, Lydia Norman, three to one in the recent 1959 Texas open table tennis tourney in Fort Worth.

Miss Norman, who also holds the 1958 U. S. national junior mixed doubles, and her mother were both finalists in 1958.

Louis Lancer, CRA's number

one player, and Miss Norman teamed up to defeat Mrs. Norman and Mort Finklestein of Oklahoma City in mixed doubles by a score of three to one.

The mother and daughter combination then came back in the women's doubles to overpower Lillian Coolidge and Geneva Curry three in a row.

Finklestein nudged Lancer out of getting into the finals of men's singles and walked over Joe Dragosh, 1953 finalist from Kansas City, in the finals in three straight games.

Men's doubles found Lancer and Bill Potter bowing to Dragosh and Gene Smith of Wichita, Kan., in five games.

B. B. Treese managed a three to one win over Randy Potter in the boys' class of 15 years and under.

Commissioner Jim Collin was defeated in the consolation finals by Finklestein three to one.

Jimmy Dwyer, son of Karl Dwyer of spares, won top honors in the 15, 16 and 17 year old class, while Treese was top man for the younger set.

Skin Divers Will Vie For Spear Fishing Honors at 'Possum

Skin diving enthusiasts will leave Saturday for Scenic Point Lodge at Possum Kingdom where they will prepare to enter a spear fishing contest scheduled to start Sunday morning at 7 a.m.

President W. D. Presley said all members and friends of the CRA skin diving club are invited.

The next meeting of the club has been set for March 17 at 7:30 p.m. at CRA.

Daingerfield Modelers Plan Meet March 15

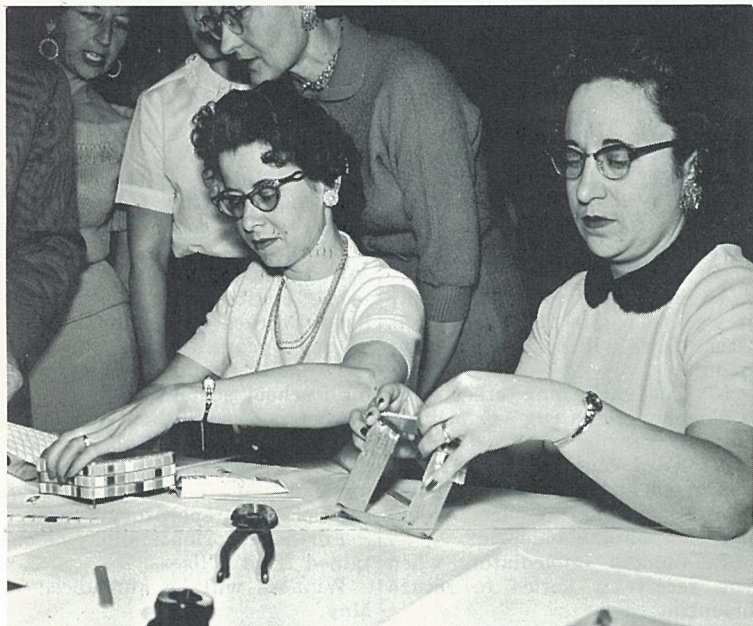
Convair Daingerfield model airplane enthusiasts have scheduled a contest for 2:30 p.m. on March 15 at the Lone Star Softball Field just across the highway from the plant entrance.

The contest will be highlighted with an old fashioned "dogfight" in which the model operators try to make their tiny craft out-manuever one another.

Exhibition Match Is Planned for Sunday

Two nationally ranked table tennis players, Bernard Bukiet and Sol Schiff, will put on an exhibition game at the Central YMCA Saturday night at 8 p.m.

Bukiet, men's singles national champ last year, and Schiff will answer any questions and demonstrate trick shots to CRA table tennis enthusiasts.



MOSAICS—Mrs. H. W. Hunter, left, and Mrs. T. H. Eidson work on mosaic ash trays at a recent meeting of the CRA morning women's club. Representatives from American Handicraft gave instructions.

Interior Decoration Is Topic For Women's Club on March 11

Jewel Taylor, a Fort Worth interior decorator, will be guest speaker at the next morning session of the CRA women's club slated for March 11 at 10 a.m. at CRA.

The program was announced by Joan Huggins, vice president and program chairman.

The evening group of the CRA

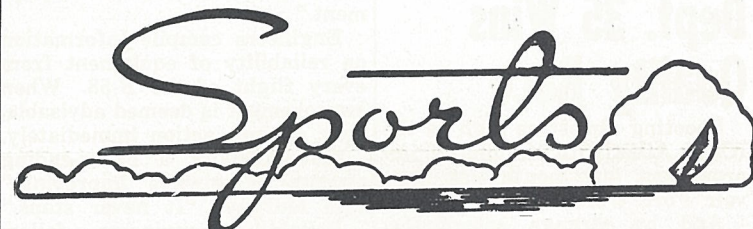
women's club meets tonight at 8 p.m. at the CRA clubhouse.

According to Co-commissioner Winnie Leonard, a film from the American Cancer Society will be shown and a local physician will be on hand to answer any questions.

Door fee is 25 cents, and all wives and guests are invited.



TROPHY WINNERS—Harry Carlberg, CRA bowling commissioner, center, holds big trophy that the five bowlers around him won at the recent Fort Worth Women's Bowling Association City Tournament for 1959. They won city title in Class C. Holding individual trophies around him, clockwise, are Marjorie Worsham, Dorothy Calvert, Grace Adwell, Margaret Hitt and Margaret Harborne.



UP AND OVER—CRA's women volleyball players have six strong teams competing in second half of regular league play. League play is in progress each Monday night at Southside Recreation Building at 215 W. Vickery.

Second Half Volleyball Play Under Way with Six Teams

Second half of CRA volleyball play is now under way with six teams participating in both the men's and women's leagues.

League play started last week and will run through April 27. Prizes will be awarded winners at end of the season.

Volleyball sessions are going full blast on Monday nights at the Southside Recreation Building at 215 W. Vickery.

Commissioner Andy D'Ascenzo said these sessions are open to everyone but that it's now too late to enter league play.

D'Ascenzo expressed apprecia-

tion for the response and participation of women players.

Winners of first half of league volleyball were the Rhome Independents in both the men's and women's league.

Teams participating in second half of league play include Eagle Mountain, Bel Aires, Carswell, The Hustlers, Rhome, and the All Stars for the men's league. Women's teams this half are the Barefoots, Evans Specials, Eagle Mountain, Rhome, the Goofers and River Oaks.



TOP QUALITY—Convair Fort Worth's J. Y. McClure, right, manager of quality control, presents L. L. Clark with a plaque for outstanding work during past year.

Quality Work Earns Awards

(Continued from Page 1) ing; H. D. Royce, for administrative capability; and E. C. Rubush, who worked out test procedures with aluminum producers for acceptance of place materials for critical parts.

And M. A. Stevens, outstanding in reducing contamination problems in various B-58 systems; H. M. Toomer, for willingness to apply excellent knowledge of aircraft tools to assist other sections and departments; and Bob Toudouze for outstanding personnel work.

Dept. 35 Wins Quality Race

Shooting almost as high as the ICBM Atlas with its quality improvement last month was Convair Fort Worth's Dept. 35.

And by strange coincidence, Dept. 35 just happens to manufacture the lower section of the mighty missile. More than 40 laminated fiber glass parts and assemblies are made by this group for the Atlas in addition to work being done on the supersonic B-58.

E. C. Constantino, general foreman, is "up in orbit" about the quality improvement award that the people in Dept. 35 won last month.

Constantino said that this never could have been done without the combined efforts of all of the department, tooling, engineering and quality control.

The monthly quality award was attributed to a significant decrease in losses to scrap. In this department, the average monthly per cent loss to scrap for the first quarter in 1958 was 5.0 per cent, while the monthly per cent average during the fourth quarter was something like 1.3 per cent!

Simplicity Stressed For Reliability

(EDITOR'S NOTE: This is the fourth in a series of brief non-technical articles on some aspects of Convair Fort Worth's program to further improve reliability of the B-58 and other products.)

Keep it simple . . . That could well be the theme song of the group of Convair Fort Worth engineers in product design. It's the reliability group. "We harp on keeping product design simple for a very good reason," said John Murphy, design group engineer. "The simpler the design that will do the job, the better the product in many ways — and usually the more reliable."

Job of the product design section is to develop the design for the actual hardware to meet all design requirements. These requirements include such factors as weight, size, performance, cost, producibility, maintainability and reliability.

And the job of the reliability group is to make certain that the product design always includes proper consideration for reliability. This means design for reliability, ground and flight testing to develop and prove reliability, and correction of weak links.

"It's never easy to assure that the end product will be reliable," said Murphy. "But it's easier when you're working with known items on which we've had experience."

"When it's entirely new — as are many of the items and systems in the B-58 — it's another story. Then we have to refer to data on similar equipment, and begin as quickly as possible to build up data on the new equipment."

Engineers compile information on reliability of equipment from every flight of the B-58. When improvement is deemed advisable, they go into action immediately.

"It's actually a never-ending process of always improving," said Murphy. "It never stops."

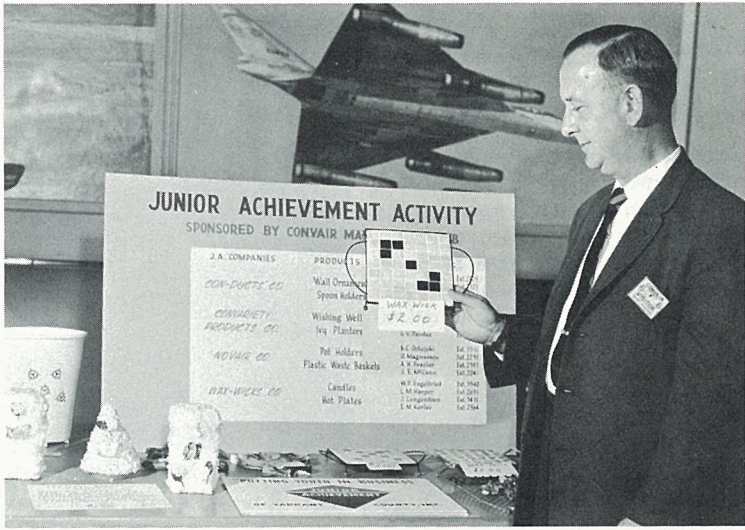
Reliability engineers follow such a process on each of the aircraft's many subsystems, electronics, for example, which includes the bombing-navigation system, communications and the like.

"Our aim is to make certain that the stuff works—and will keep on working—so the aircraft can carry out its mission," said Murphy. "And that requires that everything be kept as simple as possible."

Convairiety Editor Honored for Service

A bronze plaque "in recognition of excellent service as president" was presented to Bob Vollmer of Convairiety's Fort Worth staff at the February meeting of the Industrial Editor's Association of Fort Worth.

Vollmer, who has served Convairiety since it began publication in 1948, was president of IEA in 1958.



JUNIOR PRODUCTS—Robert M. Ditmore, Convair Fort Worth visitor from South Gate, Calif., checks products made by four Management Club-sponsored Junior Achievement companies.

Care of Blueprints Emphasized As FW Continues War on Costs

(Continued from Page 1) cover a 200-foot bay such as that where B-58s are produced—but twice as long as the Fort Worth plant.

"And a lot of these prints, which cost an average of \$1.45 each to replace, can be eliminated if we take better care of the blueprints we check out," said Poling.

"There's also the added cost of replacing an average of about 750 engineering orders every day because they've been lost or misplaced. That alone costs us more than \$14,000 a year."

Replacement EOs in a year would stretch from Convair Fort Worth to downtown Dallas—more than 34 miles!

A vitally serious cost which cannot be measured is that which

goes down the drain every time an employee needs a blueprint to do a job—and can't find it.

Still more costs build up if some one removes EOs from a blueprint: another employee then may be hard at work, but making only scrap because the blueprint is obsolete.

Some specific ways blueprint users can help keep down blueprint costs:

1. Take care of the blueprints you use.
2. Keep EOs attached to the blueprint.
3. Keep blueprint only as long as you actually need it for the job at hand, then return it. (Don't keep it because you "might need it later.")
4. Fold blueprint only the way it was folded in the first place. Other folds will tear it up, wear it out.
5. Use something other than a blueprint for a rug—or a lunch mat.
6. Keep blueprints clean. If you need to make notes, make them on a separate piece of paper—not on the blueprint.
7. Comply immediately when you receive a notice to return blueprint.

Firefighters Given Airplane Crash Data

Convair Fort Worth safety engineers and Carswell Air Force Base firemen presented an indoctrination program for civilian fire fighters recently at the Carswell base theater.

Over 400 civilian firemen from cities within a 100-mile radius participated in the program. It included such subjects as "Procedures for Reporting an Aircraft Crash and Safeguarding Vital Information," "Precautionary Steps in Airplane Crashes," and "Removing Trapped Personnel from Crashed Airplane."

License Tags Sell At 250 a Day Clip

Convair Fort Worth people were properly "tagged" for 1959 after the recent sale of automobile licenses in the plant cafeteria.

A representative from the county tax assessor's office was on hand for three days to make it easier for Convair people to pick up their plates.

Jim LeSueur of employee services said that the representative brought out 10 boxes a day with 25 licenses in each box—250 license plates per day.

B-58 Model Assists Recruiting Offices

Two of the prettiest models in town—Miss Fort Worth and a sleek B-58 Hustler on a stand—were major attractions at the recent opening of the new Air Force recruiting offices in the Federal Building at Fort Worth.

Both of them get around. Especially the B-58 model.

Its December public appearance in the Federal Building was the most recent for the one-twentieth scale model. The B-58 model has traveled from the opening of Convair Astronautics in San Diego and the State Fair of Texas in Dallas to Air Force displays all over the United States.

In addition, the Hustler model has been to Hollywood and has been shown in several movies.

The model, made at Convair Fort Worth, has a wingspan of almost three feet and a length of almost five feet.

Jr. Achievers Tour Factory

Sixteen Junior Achievers from the four Convair Fort Worth Management Club-sponsored companies were taken on a conducted tour of the Convair Fort Worth plant recently in recognition of top sales efforts.

Honor guests were the four leading salesmen in Novair, Convairiety, Wax-Wicks and Conducs since the beginning of the 1958-59 Junior Achievement year, which corresponds with the regular school year.

The youngsters assembled at the JA Center where a Convair bus picked them up and took them to the plant. Upon arrival, they were briefed on the division's organization and functions after which they were escorted through various working areas of the factory.

After seeing how the supersonic B-58 is built, they inspected the finished product, a complete Hustler.

M. J. Scott, JA committee chairman for the club, was in charge of the tour.

Mar. 31 Deadline Set For Applicants For Convair Scholarships

Deadline for applying for the 1959 Convair Fort Worth sons scholarships is March 31.

Applications are still being picked up from J. B. Ellis, industrial relations administrator-engineering, on the second floor, north end of the administration building.

In order for a son or stepson to be eligible, the parent must have worked at Convair five or more years.

To qualify, applicants must be high school seniors or have graduated not more than two years before. They must be in the upper half of their classes scholastically and must have taken the college preparatory course.

Further information may be obtained from Ellis.

Winners will be announced in May.

FW Dept. Streamlines System For Handling ESs and CIPs

New streamlined handling of Employee Suggestions and Cost Improvement Proposals in inspection-production department at Convair Fort Worth is cutting days from processing time, and expediting installation of cost-saving ideas.

"By installing ideas sooner, we realize quicker savings—and thus make bigger overall savings," explained T. E. Hoffman, Dept. 27 chief.

The new plan, with a built-in follow up to make certain that a bright idea doesn't get "lost" or bogged down somewhere along the line, was devised by G. H. Parmeter.

Key control is a log book maintained by Hoffman's secretary, Carol Nelms. It indicates the ES or CIP number, the date, the employee's name and section, the subject, date routed and returned,

status as to acceptability, installation date, estimated savings and date of award.

Upon receiving an employee's first ES or CIP, Hoffman sends the employee a personal letter of appreciation.

Ideas submitted through industrial engineering's suggestion section are routed by M. J. Scott to the department head concerned. In turn, they route the ideas to appropriate superintendents, who are given one week to evaluate and develop a reply.

Scott said that the new plan has improved handling of suggestions and CIPs in Dept. 27, and recommends that other departments consider similar plans, unless one is already installed.

Two of the other larger departments which already use similar plans are tooling and engineering.



LOGGING SUGGESTIONS—T. E. Hoffman, right, Convair Fort Worth's chief of inspection production, goes over Dept. 27 suggestion log book with secretary Carol Nelms and G. H. Parmeter.



"Junior tried out your new electric drill today."



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SAN DIEGO, POMONA, ANTELOPE VALLEY, VANDENBERG AFB, CALIF.

AFMTC, CAPE CANAVERAL, FLA., FORT WORTH, TEX.

Safe Practices A Key Point in Cost Reduction

When you save your neck—
you save your check. . .

This pointed barb will be hammered home throughout Convair Fort Worth this next two weeks in a new phase of the continuing war on costs.

"But this time, the emphasis is on employees saving their own money," said B. G. Reed, assistant division manager and chairman of the plant's general safety committee.

"This is because almost every accident costs an employee dollars and cents—even though he is protected by workmen's compensation on the job, and by group insurance off the job.

"These never cover all the costs, and the employee winds up paying part of it out of funds which otherwise could go into purchases he needs, or better yet into savings."

Posters prepared by illustrations group of engineering will go up throughout the plant Thursday reminding employees that to "keep paychecks coming, knowing safe practices is not

Safety Tips

1. Make sure of your own personal safety and that of your family. No one else can do it for you.
2. Know and follow safe practices on the job, on the road and at home.
3. If you don't know the safe procedure, ask.
4. Think the job through before you start.
5. Look out for others as well as yourself.
6. Keep alert—and report hazards to your supervisor or to a safety engineer.

enough." They've got to be practiced to be effective.

The same theme will be emphasized in the new display going up today at the factory entrance. It also will be discussed in safety committee meetings held throughout the plant, according to Fred Temple, chief safety engineer.

"All of us know it's to our own best interest to follow safe practices on the job, on the road and at home," said Temple.

"But it just happens that this helps to improve our cost per-

(Continued on Page 8)



AF TRAINEES—Connie Hollingsworth at Convair Fort Worth pins special badge on T/Sgt. E. J. Heisey of Carswell AF Base B-58 field training detachment. Heisey and dozens of other AF personnel began B-58 training at Convair Fort Worth last week.

Nine Classes Under Way As AF Training Steps Up

Nine classes got under way this month as Convair Fort Worth's comprehensive training program for Air Force B-58 personnel began accelerating toward a peak in May.

High point will come when 15 classes will be going at the same time. Between now and August a total of approximately 1,175 AF people will have gone through 76 classes.

H. C. Anderson of personnel department's educational services section is project coordinator. Instructors are Convair men from customer service department who are familiar with the various systems on the double-sonic bomber.

Among the 23 key customer service personnel are B. B. McGlochin and E. L. Patrick. Air Force liaison is handled by M/Sgt. Francis McCoy of the Air Training Command.

Purpose of the courses is to familiarize Air Force people with the B-58 in order that they, in turn, may go back to bases to instruct crews which will actually operate, service and maintain the aircraft.

"This is a vital link in our overall B-58 program," said Anderson. "With the complexity of today's sophisticated weapon systems—and the B-58 is one of the

most sophisticated of them all—it is more important than ever before in the history of the aircraft industry that we give the Air Force all the information and know-how at our command.

"The Air Force will thus be in a position to make the most effective use of the B-58.

"This, in turn, puts Convair in an improved light with the customer—and incidentally improves our prospects for additional Air Force business in the future."

Air Force people taking the Convair training range all the way from airmen/1C to colonel.

Courses being taught include the following: "Supervisors and Planners," "Subsystems Unique to the B-58," "Pilots' Ground School," "Ground Power and Support Equipment," and "Instrumentation Repair."

On-the-job observation is made available for the AF people through cooperation of Convair personnel in departments headed by R. W. McGuffee, development manager; E. E. Finch, modernization manager; and C. B. Clark, electronics superintendent.

Bayless Named To New Post

Ralph L. Bayless, chief engineer of Convair SD, has been appointed Convair director of engineering, J. V. Naish, president of Convair, announced.

In his new assignment Bayless will report to R. C. Sebold, Convair vice president-engineering, and will supervise engineering activities in all Convair's operating divisions.

William W. Fox, assistant chief engineer of the SD Division, will replace Bayless as chief engineer reporting to B. F. Coggan, Convair vice president and SD Division manager.

Richard P. White, former chief technical engineer, will become assistant chief engineer for product design, replacing Fox.

In announcing Bayless' assignment, Naish said that the new post of director of engineering was created to give additional strength at top management level to the company's expanding engineering activities.



R. L. Bayless

4,000 Youngsters Expected to Join Easter Egg Hunt

Over 4,000 youngsters are expected to look for some 12,000 eggs at the annual Convair Recreation Association plantwide Easter egg hunt set for 2 p.m. on March 28 at CRA.

In addition to the hidden hen and candy eggs, the youngsters will be searching for "prize eggs." These eggs will have numbers on them and can be cashed in for prizes, according to Dave Smith, master of ceremonies, and Mrs. Frank W. Davis, in charge of hiding them.

Children will be divided into four different age groups. The three-year-olds and under will meet at the softball diamond. Special signs will indicate where the four and five-year-olds should gather, as well as the six to eight-year-olds and the nine to 12-year-olds.

Roy Jarl of employee services will be in charge of egg hiding, and Betty Bowden and Winnie Leonard will see that they're all dyed properly.

When the youngsters start out to look for the eggs, L. M. Mayfield will be responsible for starting line duties.

The miniature train will be in operation all day.

Gearing the overall hunt is the plantwide recreation committee made up of Jarl, Andy D'Ascenzo and Jim Shackelford.

Wives of CRA Council members will color the eggs for this annual CRA children's event at Fort Worth.



EASTER PARADE—Among those who'll be in Easter parade this year will be pert Anita Brown of Dept. 24-7 who poses in pilot's seat of B-58 with "Texas size" jackrabbit, created by W. J. (Dub) Ballow of illustrations.

Acceptance Crew For B-58 Named As Training Flights Completed

A total of 50 years' experience rides in the B-58 when Convair Fort Worth's newest Air Force flight crew checks out a Hustler prior to acceptance by the Air Force.

The crew qualified to check out B-58s after graduation from the Convair Fort Worth ground school and five training flights.

Maj. J. B. Thomson, who heads the acceptance crew for the Air Force, comes to Fort Worth from Kelly AFB where he has been chief test pilot for the past five years.

A native of Ashland City, Tenn., Major Thomson has 18 years' service, served in Newfoundland before the war, in Europe during the war and in Turkey prior to his assignment in San Antonio.

Navigator of the B-58 crew is Capt. A. Z. Doka, from Newark, N. J. With 16 years service, Captain Doka was in Europe flying in B-17s as bombardier during the last war. He went to the

MANAGEMENT CLUB MEETS TOMORROW

Division Manager Frank W. Davis will tell Convair Fort Worth Management Club members "where we've been, where we are, and where we're going . . ." at tomorrow night's meeting at 6:30 p.m. at the Lake Worth Casino.

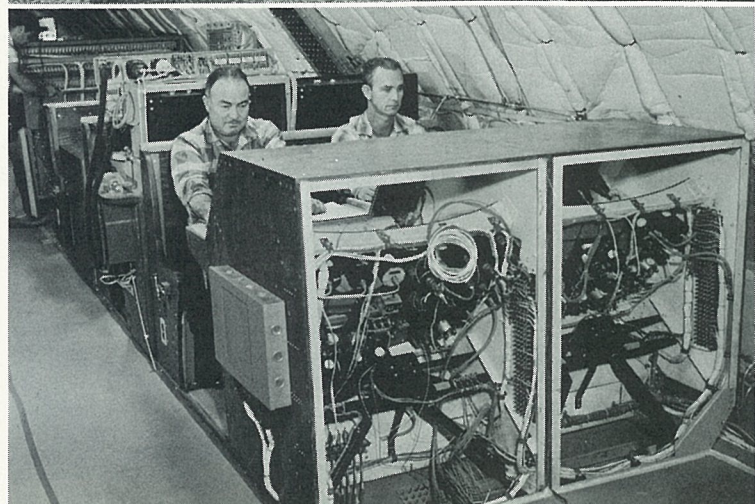
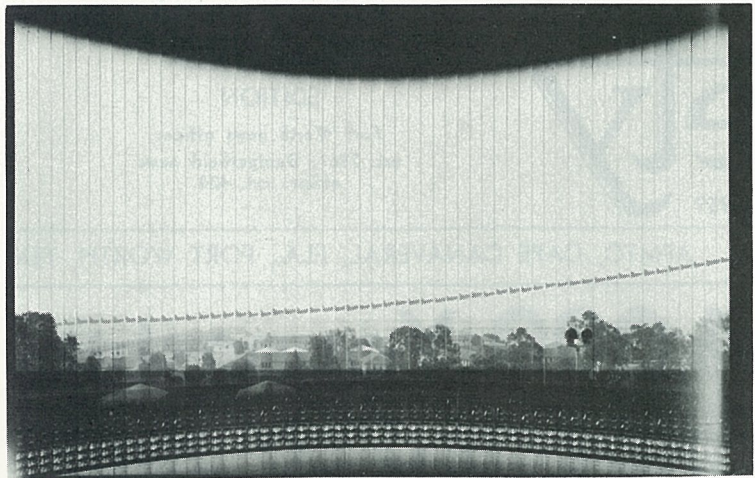
Winner of the 1958 President's Award will also be revealed from among the nine candidates that originated Cost Improvement Proposals which resulted in savings of more than \$25,000 each. Actual presentation of the award itself will be made next October.

Social hour begins at 5:30 p.m. with dinner starting at 6:30 p.m.



B-58 "BUYERS" — Pictured here is new AF B-58 acceptance crew. From bottom, Maj. J. B. Thomson, pilot, Capt. A. Z. Doka, navigator, Capt. Robert Ballard, defense operator.





WATCHING IT TICK—As part of data-gathering operation on performance of first Convair 880 during tests Jack Gavett (center), instrumentation photographer, takes pictures like top reproduction during takeoff and landing. In lower picture is instrumentation recording center in plane No. 3 with Gene Candelore, Leo Mazon, and W. A. Traxler (all of Dept. 31) at posts occupied by flight instrumentation engineers during flight.

Instruments Leave 880 Not a Speck of Privacy

From a spot high atop a Marine Base building, a Convair SD cameraman is recording takeoffs and landings of the No. 1 880 jet transport.

As one cog in the machinery that records every pulse beat of the plane during flight testing, Jack Gavett, instrumentation cameraman, points a Fairchild photographic flight analyzer at Lindbergh Field's main runway to catch the 880 in action.

Rate of acceleration and climb, together with braking, is graphically recorded with a complete image of the plane caught in every 1.7 degree of motion on an 8x10-in. glass plate. Digital counters on the camera are caught in the photographs to give the exact elapsed time in seconds and micro-seconds.

While the camera is shooting pictures of the 880, a complete instrumentation recording center in the plane itself is keeping track of every function within a multitude of systems.

The most modern electronically-controlled instruments record every thermodynamic and aerodynamic value—every test factor pertaining to power plant performance and aircraft stability and control.

"It is a far cry," said R. B. Thompson, general foreman of experimental instrumentation, "from the days of 'knee-pad'

recording when pilots jotted down flight test data on notebooks strapped to their knees."

Present-day instruments can take down 20 values per second!

Data cameras, shooting into two-way mirrors, allowing visual monitoring of gauges; multi-channel temperature recorders; digital counters which measure fuel quantity and rate of consumption within a tenth of a gallon are but part of the instrumentation equipment which takes all the guessing out of the 880's capabilities.

"Average accuracy of the recording of 360 data points is within a half of one per cent," explained T. R. King, foreman in charge of installing the instrumentation in the test planes.

The first two planes which go through the flight test program (Nos. 1 and 3) are equipped with about 6,000 pounds of airborne instrumentation.

While in-flight data is being recorded right in the plane itself on film, graphs, or tape, information is being telemetered to the engineering test center. It takes data handling personnel several days to reduce data gathered during a normal two-hour test flight.

Flight instrumentation of SD experimental (Dept. 31) installs all test equipment while the plane is on the production line. More than 20 transmitters are installed on the wings and tail. About 50,000 feet of wiring connects the 10,000-15,000 electrical points!

Engineering instrumentation (Dept. 6) experts man the recording center during flight as well as the data handling ground station in Bldg. 54.

Wear and Tear of 50,000 Flights Reproduced in 880 Water Test

Just how much punishment a Convair 880 fuselage can take in 50,000 flights—or a lifetime of 20 years—will be measured in tests starting soon at the Convair SD test facility at the seaplane ramp.

The 880 pressure cycle article (No. 99-4) is now in place in the large 20x110-ft. hydrostatic tank. The test article, a complete 880 fuselage with stub wings, will float submerged under a foot or so of water with the wings, protruding through "rubber boots" in the tank's walls, supported on jigs outside of the tank.

The tank will be filled with water and actual testing started in about two weeks, said W. E. Wise, structural test lab group engineer. The test program is scheduled to continue throughout most of the next year.

It will take at least four hours to fill the tank with the 394,994 gallons of water needed to cover the fuselage which takes up three-fourths of the space in the tank. (In fact, the snug fit leaves only 10 inches at one end and six at the other!) Water will flow into the plane through open cargo hatches at the same time the tank is filled. Divers will go into the tank after it is filled and close the plane hatches.

The test program will be divided into three distinct sections: fatigue, fail-safe, and allowable damage tests.

During fatigue testing, which will take about four months, the 880 fuselage will be loaded at 11 points to simulate actual air loads of flight, landing, and taxiing. Aluminum straps on the plane are attached to steel whiffletrees under the fuselage which, in turn are connected to hydraulic cylinders outside the tank. Electrical controls set up automatic cycling periods to put the various loads on the fuselage and representative wings. A dry run of the cycling system will be made this week before the tank is filled.

To load the fuselage for in-flight conditions, the hull is pressurized (that is, more water is pumped into the already full fuselage, causing it to expand) at the same time load is applied. Landing is simulated by release of water pressure and reduction of flight load.

Principle of fatigue testing is to start with a production structure and keep repairing it to see just how the life of the plane can be extended. But during the next testing series—the fail-safe—any damage done to the fuselage under loading is purposely not repaired. Cracks are measured for rate of growth to see how large they can be before actually endangering the plane.

"During the last part of the testing, allowable damage tests, failures will be allowed to grow until a major break appears in the fuselage or a wing breaks in two," explained Wise.

"Thus, an accurate timetable

Dempsey Taking Lead In Arrangements For SD Science Fair

A group of Convair men, headed by J. R. Dempsey, Astronautics manager, are taking active part in arranging the Fifth Annual Greater San Diego Science Fair set for early April.

Dempsey is chairman of the board for the 1959 fair. R. F. Smith of Astronautics is chairman of the committee on judging and awards. He is being assisted by E. W. Thurston Jr., also of Astro. LeRoy Fitzgerald of San Diego Division heads the finance committee, while Ronald Nall of the same division is in charge of scientific tours.

San Diego County science students in the 7th through the 12th grades participate, preparing scientific projects for judging. A series of school competitive events are held during March. On April 4-5 a display of winners will be held in Balboa Park.

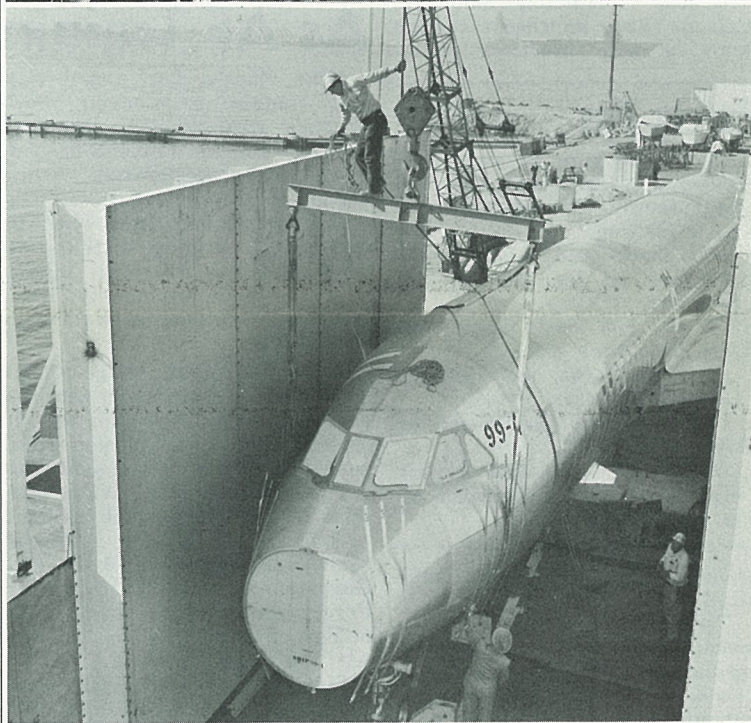
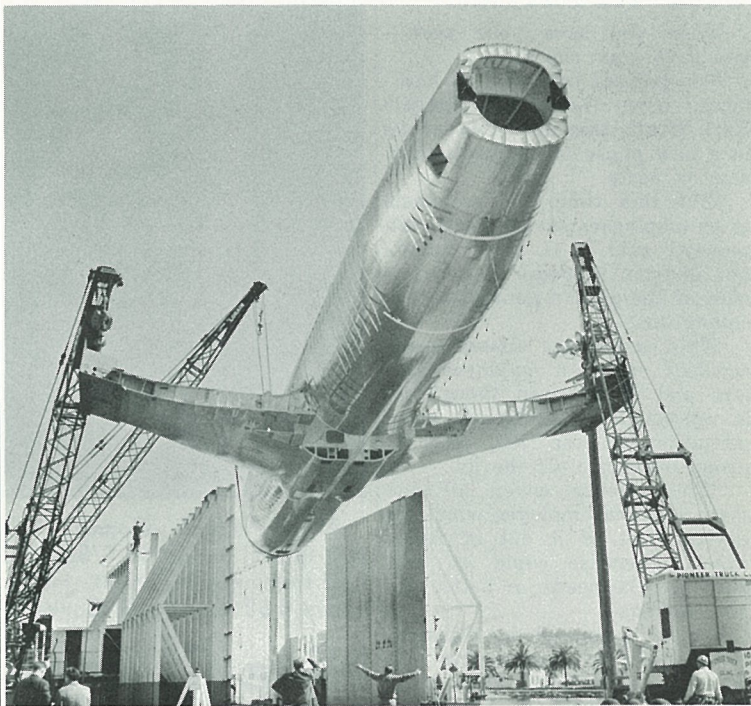
can be established on how long an 880 will fly after a crack appears before it will have to be grounded for major overhaul, or be too damaged for repair."

Obed Bobbitt, engineer on the project, will head a team of Earl Moore and Bob Callahan (both of Dept. 31) who will be diving into the tank several times a day to check the fuselage for failures and to record fatigue cracks and

damage growth.

The men recently completed an underwater training course in preparation for their duties in the huge tank.

Structural tests are being conducted under water as a safety measure for the men recording the induced cracks and damages at close range. The same tank was used for tests on the R3Y, Convair seaplane transport.



INTO THE TANK—A Convair 880 fuselage swings aloft as it is placed in huge hydrostatic tank at SD's structures lab facility at seaplane ramp. Fuselage will be completely submerged when tank is filled soon to begin long series of under-water tests.

Omaha, Spokane and Topeka Slated to Get Atlas Bases

Initial Air Force ballistic missile squadrons equipped with the Convair Astronautics-built Atlas ICBM have been assigned to two commands, according to latest Air Force information.

Strategic Air Command, commanded by Gen. Thomas S. Power, will direct activities of Atlas bases. SAC has announced that the Atlas is slated to achieve operational capabilities by mid-1959.

Initial Atlas complex is nearing completion at Vandenberg AFB, California. SAC's 1st Ballistic Missile Division, commanded by Maj. Gen. David Wade, has headquarters at Vandenberg. It is a combined operational and training base.

Work is well advanced on an Atlas facility at Francis E. Warren AFB near Cheyenne, Wyo. Next Atlas bases will be at Offutt AFB, Omaha, Neb., with work slated for start in early 1959; Fairchild AFB, Spokane, Wash.; and Forbes AFB, Topeka, Kan. Others are to follow, and Convair Astronautics will assist the Air Force in the installation of training facilities at Sheppard AFB, Texas, and Chanute AFB, Illinois.

Atlas squadrons at Vandenberg, Warren and Fairchild are assigned to the 15th Air Force with headquarters at March AFB, Calif. Those in Kansas and Nebraska report to the 2nd Air Force with headquarters at Barksdale AFB, La.

Seven U.S. Senators Tour Astro's Plant With Dempsey Host

Seven members of the United States Senate, plus members of their staffs, were special guests at Convair Astronautics early this month.

The visitors were Sens. Norris Cotton (R-NH), Alan Bible (D-Nev), Howard W. Cannon (D-Nev), Thomas E. Martin (R-Iowa), Frank E. Moss (D-Utah), Roman L. Hruska (R-Neb), and Strom Thurmond (D-SC).

Host for the one-day visit and tour of Astronautics plant facilities was J. R. Dempsey, Astro manager, and members of his staff.

The senators came to San Diego by air following a tour of Vandenberg AFB.

Walt Withee on Tour Of Bases in Europe

W. W. Withee, Astronautics' assistant chief engineer-test, is on tour this week of North Atlantic Treaty Organization bases in Europe. He is with a party headed by Lt. Gen. C. S. Irvine, AF deputy chief of staff-materiel.

First of B-58 Trainers Due For April Delivery

Training devices the Air Force will use to teach B-58 crews how to fly and operate B-58 systems, as well as equipment to train support and maintenance people, will be supplied by Convair under new agreements worked out last month with the Air Force.

These will include such items as flight simulator, navigation trainer and defense system operator trainer.

C. H. Zimmerman, assistant project engineer, pointed out that the new authorization makes Convair Fort Worth weapon system manager not only for the B-58, but also for training devices which AMC has previously bought directly from manufacturers.

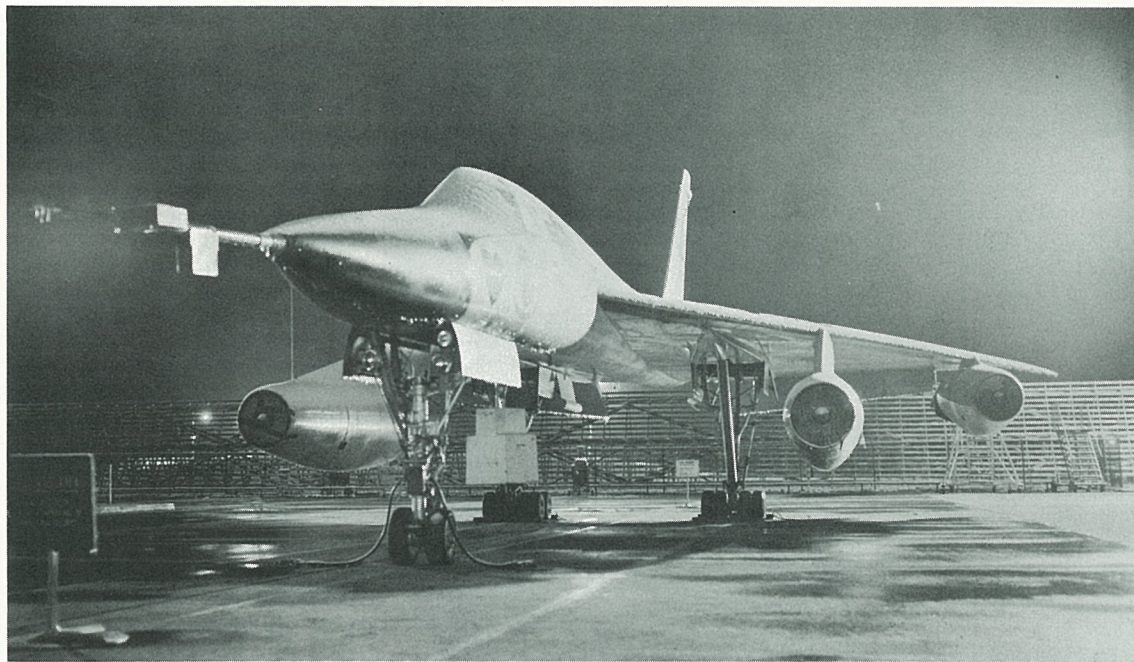
According to FW contracts department, special mobile training units which make up 19 of the approximate major areas of the aircraft are also being made at the FW plant with Zimmerman responsible.

Convair started working with mobile training units last April, and the first unit to be used is scheduled to go out sometime next month. This equipment is used to train support and maintenance people.

The 19 areas covered in the training program include the hydraulic and landing gear system, the airplane fuel system, the flight control and autopilot system, the pilot's ejection seat and canopies systems and the AC electrical power system.

Also, the DC electrical power system, the spike positioning system, the primary navigation system, the civil navigation system and the IFF and beacon system.

Other systems included are the command long range emergency radios and interphone system, fire control, passive defense system, air conditioning and pressurization system, J-79 engine fuel control system, TFE cover assemblies, power distribution.



LONELY—Looking lonely and cold, B-58 stands outside Convair FW plant with covering of snow. Just two days before, temperature had been 87 degrees! Last month's snowfall was first of season for Fort Worth. It was gone in a day.

Tents to Shield Outdoor Crews

"Portable garages" will soon shelter Convair FW and Air Force people working on the tail and after-fuselage sections of the B-58 Hustler.

All-purpose rubberized nylon tents are being "sewed up" at Convair SD's Plant 2, especially designed to protect personnel from both "hot" and "cold." Whether it be strong Alaskan winds and 40-below temperatures or sand, wind, sun and torrid climate—such as the 135-degrees sometimes registered over pavement area at Convair FW.

First finished tent was sent to Fort Worth for a "fitting" last month. It, in turn, will be shipped shortly to Eglin Air Force Base in Florida, where it will be used by crews working on a B-58 undergoing special tests.

Dept. 280 had the second ready for delivery last week. Initial production order calls for ten.

Roughly the size of a one-and-a-half car garage, the tent is mounted on a platform of steel tubing. A stairwell provides access to the main working level which is slightly lower than the



COLLAPSIBLE—Mary Nelson (foreground) and Susan Craiger (both SD Dept. 280), inspect tent to be used by crews working on tail section of B-58 Hustler, shortly before shipment to Convair FW.

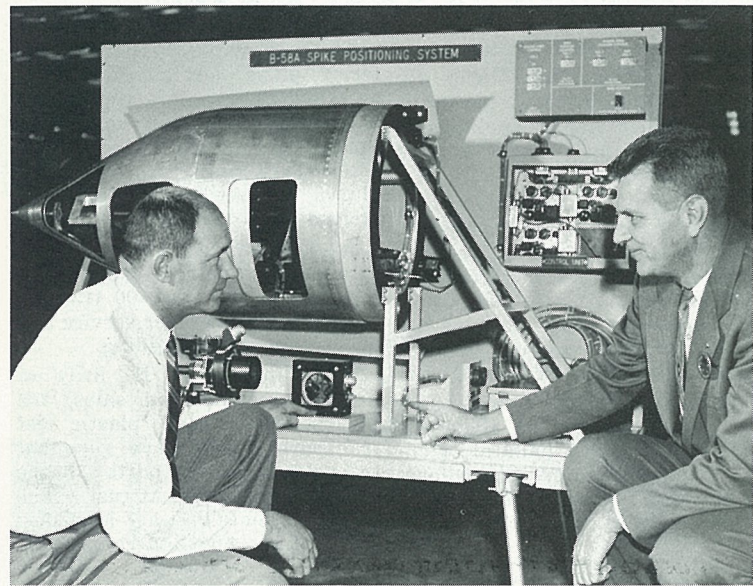
B-58 after-fuselage.

Heat or air-conditioning is provided by electric or engine-driven units.

The entire tail turret package can be swung open inside the tent. In addition, a separate (unattached) stand is provided which

will enable personnel to reach the radome area from the floor-work level.

The tent is zipped into shape with 44 rubberized nylon zippers, C. T. Boyle, SD Dept. 280 foreman, said. It is designed to withstand winds up to 60 mph.



TRAINING UNIT—Here O. Story, left, Fort Worth general foreman for development manufacturing, and C. H. Zimmerman, assistant project engineer, go over B-58's spike positioning system, one of Convair FW's recently completed mobile training units for the AF.



CONFERENCE—Among reliability and quality control men attending General Dynamics Reliability Panel hosted by Convair San Diego Division recently were front row (left to right): R. Jackson and R. Jacques of Stromberg-Carlson; D. R. Archibald, Astronautics; A. C. McMaster, Pomona; J. Y. McClure, Fort Worth; Ray Golemb, Stromberg-Carlson; Dr. A. M. Small, San Diego; A. Dohna, Electric Boat; A. B. Oxley, Canadair; J. L. Coburn, Fort Worth. Standing (left to right) are R. K. Hood, Astronautics; T. A. Vogel, Pomona; John Murphy, Fort Worth; Sherman Weiner, Stromberg-Carlson; R. H. Gilliland, San Diego; H. L. McKeown, Canadair.

Field Office Formed At Huntsville, Ala.

Harry T. Dillon, project staff engineer at Convair Pomona, has been named manager of a new Convair field office to be opened April 1 at Huntsville, Ala., T. G. Lanphier Jr., vice president and assistant to the president, announced this week.

Dillon has been in charge of operational support aspects of Convair's Tartar guided missile program for the U.S. Navy at Pomona since 1953.

A native of Hudson, Mich., Dillon was graduated from Kearny High School at San Diego in 1944 and received a B.S. degree from San Diego State College in 1951. He joined Convair Pomona as an electronics engineer in 1952.

Fort Worth's McClure to Chairman Dynamics Divisional Reliability Panel

Ways to achieve more complete interchange of reliability services and information among all General Dynamics Corporation divisions were reviewed and kicked off Feb. 27 at the second meeting of the General Dynamics Reliability Panel hosted by Convair San Diego.

J. Y. McClure, Convair Fort Worth manager of quality control, was elected new panel chairman. He succeeds J. J. Crowley who resigned recently from his General Dynamics post in Washington. V. Dolson, acting reliability manager at Convair Fort Worth, continues as deputy chairman.

Attending the panel meetings in San Diego were representatives of all product manufacturing divisions of General Dynamics except Liquid Carbonic.

Among other actions taken, panel members approved a charter and bylaws under which the panel will operate in the future, McClure said. Dr. A. M. Small of Convair SD headed the charter and bylaws committee.

In the words of the charter, "the increasing necessity for reliability of products developed and manufactured for military and civilian use requires that broad corporate resources be utilized" to the utmost.

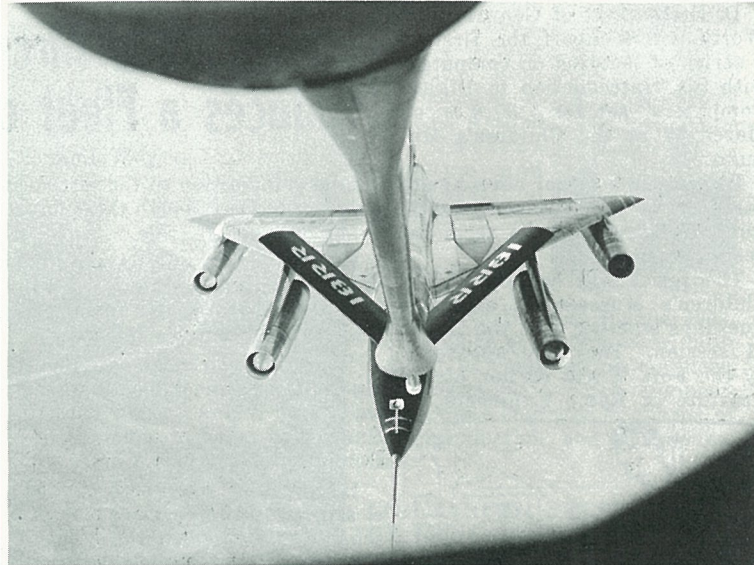
The charter further states that the panel operates to serve as a focal point for the corporation's handling of reliability matters, to increase breadth and depth of reliability knowledge and practice through information exchange between divisions, and to promote effective, organized approaches to reliability handling.

Objectives of the reliability effort are described as "increased product reliability, shortened product cycle time, and lowered cost from product inception to customer use phaseout."

The panel is made up of representatives from each General Dynamics division. It reports to L. B. Richardson, General Dynamics senior vice president-engineering.

Among a number of presentations made before the panel in February was a Convair Fort Worth study in progress to develop a General Dynamics "resources manual." This will catalog unusual capabilities and facilities which are available at various divisions.

McClure announced that next meeting of the panel will be in about four months with Stromberg-Carlson division as host.



REFINEMENTS—Mid-air refueling techniques of B-58 are being refined both in air and on ground. In top photo is ground test setup at Fort Worth with KC-135 tanker parked on ramp about 10 feet higher than B-58's apron. In air shot, Photographer Aaron Murray's picture shows how refueling looks from tanker's boom operator post.



GOIN' FISHIN'—Guard Buddie Tanner, left, was surprised in the guard squad room at Convair Fort Worth recently when his friends presented him with fishing equipment to use in retirement. Capt. Dan H. Hardy of industrial security at right.

Says Farewell

Veteran Guard at Fort Worth, Ex-Pro Ball Player, Retires

Nostalgia filled the industrial security guard locker room at Convair Fort Worth one day this month as a Convair veteran and former pro baseball player said goodbye to friends during a brief farewell gathering.

Buddie Tanner, known to thousands of Convair employees, said the gathering reminded him of another much like it in another locker room. That was when he retired from baseball after playing in the Pacific League and Texas League in 1940.

He came to Convair Fort Worth in 1943 shortly after the plant opened.

He plans now to retire to his home in nearby Walnut Springs where he first played baseball as a youngster on a sandlot.

"We were having a picnic one day, and a fellow from Waco was there who liked my playing and

recommended me to the Waco Navigators," he recalled. "That's how I got my start of 14 years in Texas League ball."

From Waco, he took a job with the Wichita Falls team, later became its manager in 1924-25. In addition to his stint there, he also played in the Piedmont and Pacific Coast Leagues.

Tanner had numerous friends in the big leagues. Dick Kerr, former left-handed pitcher with the Chicago White Sox, was one of his cronies.

Even in retirement, the former baseball shortstop plans to take an active part in sports—he's been neglecting his fishing.

"I'll be glad to help my wife with the chores around the house as long as it doesn't interfere with my fishing," he said. Then he picked up the rod and reel and fishing tackle his Convair friends had given him, and walked out the door.

Pomona to Conduct Air Traffic Study

Convair Pomona has been awarded a \$140,114 contract to conduct an air traffic flow study of three of the nation's busiest airport areas.

Convair will study air traffic flow and air traffic delays at Oakland and San Francisco airports, Hamilton Air Force Base and Moffett Naval Air Station.

The San Francisco Bay area survey is to be completed by June 30. The contract was awarded by the Federal Aviation Agency.

Fitzpatrick Chief Pilot at Holloman

John M. Fitzpatrick, senior test pilot, has been named chief pilot at Holloman AFB for Convair SD, M. C. Terry, facility manager, announced.

In his new assignment Fitzpatrick will direct the flight operations of the armament development program for the F-106.

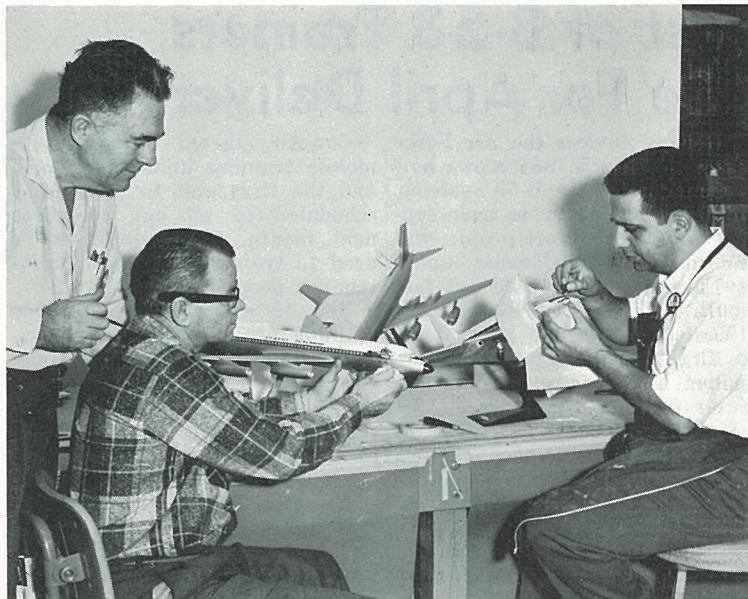
Fitzpatrick had served in the Air Force for 11 years before joining Convair SD in 1953. An engineering test pilot, he had been assigned to Edwards AFB where he assisted in the performance development of F-102s and F-106s.

'The Soviet Engineer' Topic of SAE Talk

The San Diego section of the Society of Automotive Engineers will hear a talk April 1, 6:30 p.m., on "The Soviet Engineer" at San Diego Hotel.

Secor D. Browne, a mechanical engineer who played an important role in the recent exchange of technical and scientific information between Russian and American libraries and universities, will address the group.

The May 16 meeting of the local SAE chapter will be a dinner dance at San Diego Country Club starting 6 p.m. with cocktail hour.



DECORATORS—Karl Busch, SD engineering illustrator, watches Wallace Butterfield and Gerald Blumenthal (Dept. 15-6) put finishing touches on models of Convair 880 marked with insignia of different airlines.

Airlines' Intricate Markings Reproduced on Sales Models

A small group of ingenious men at Convair San Diego ply their artistic brushes to faithfully produce airline markings in miniature on models of Convair's newest planes.

Realistically marking 27-in. models of Convair jet transports, the 880 and 600, which are used in sales presentations to commercial airlines all over the world, are experts of the training devices group of service publications' illustrations section.

Located in an "off-bounds" area at the north end of Bldg. 4's second floor are a handful of engineering illustrators meticulously copying the intricate markings which identify all of the world's airlines.

"Every one of the men in the group has a wide artistic background or extensive experience in model and training devices work," said R. W. Seehorn, assistant supervisor in charge of the group.

Karl Busch, engineering illustrator directly responsible for the work, said that present markings of the airlines must be adapted to fit the jet transport models. Drawings are made from sketches, postcards, or advertisements. "Many times it is difficult to find a reproduction of the markings of foreign lines," Busch said. "Then, a great deal of time is spent by our illustrators in research to be sure that we have the most current and up-to-date markings before we begin reproduction."

(One of the most colorful and intricate is a model in the works bearing the dragon insignia of the National Chinese Civil Air Transport.)

The insignia, lettering, and exterior plane configuration such as windows, etc., are reproduced on decals by the silk screen process, then applied to the plane after the striping is done. The planes are masked by hand and striped by air brush.

In addition to marking models, the training devices group constructs the 880 and 600 training aids used by customer service and production flight training.

According to P. H. Bray of Convair's commercial sales, the 1/57th scale cast plastic jet transport models have gone out to airlines in all parts of the world since last August. The models, themselves, are furnished by a Los Angeles commercial firm.

The model shop in SD experi-



SAS 880—Showing how the real thing will actually look, model bears airline's markings.

mental department lends a hand in the striping whenever needed and also manufactures the bases for the 17-in. models. The shop is responsible for the striping of the large 5 to 6-ft. Convair plane models used for exhibition purposes.

MAGNUSON GIVEN POST WITH ASTRO

W. E. Magnuson, veteran Convair executive, has joined Convair Astronautics as assistant to E. A. Reynolds, manager of product support.

Reynolds indicated this week Magnuson will handle problems associated with providing spares for operational support of initial Atlas ICBM facilities at Vandenberg AFB.

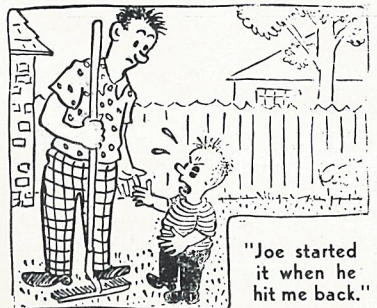
Magnuson came to Convair at Vultee Field in 1940. He worked on the experimental XB-36 program, transferring to Convair Fort Worth in 1945. He was superintendent of fabrication there before assuming the job of Fort Worth resident office manager at Convair San Diego in 1956.

Computer Lecture Series Will Start

D. H. Daggett of Convair Fort Worth will kick off the first in a series of lectures on computers with his "Introduction to Digital Computers" set for 7:30 p.m. on March 31 at the Children's Museum.

Daggett is a senior aerophysics engineer in the airborne digital computer group of the technical design section.

The series will be held at the Children's Museum on alternate Tuesdays starting with the March 31 session. They are sponsored by the Fort Worth section of the Institute of Radio Engineers.



COMPETITION?—Maybe, but on a small scale. Larry Widmer, 10, son of R. H. Widmer, Convair Fort Worth chief engineer, shows off his model plane work.

Convair Son's Aircraft Plant Produces a Fleet of Models

Ten-year-old Larry Widmer is adding competition to the aircraft industry in Fort Worth these days—but on a small scale.

Larry, 10, son of Convair Fort Worth's chief engineer, R. H. Widmer, operates his own aircraft manufacturing "plant."

"Larry's worked on model planes for people all over town," said Mrs. Widmer. "He recently finished patching up a model B-32 Dominator for Amon Carter Jr."

Having been interested in model airplane building since nursery school days, he taught himself how to put the models together from kits, like many another Convair son.

The first plane he built was the recently memorialized B-36, although he's now put together everything Convair has ever built

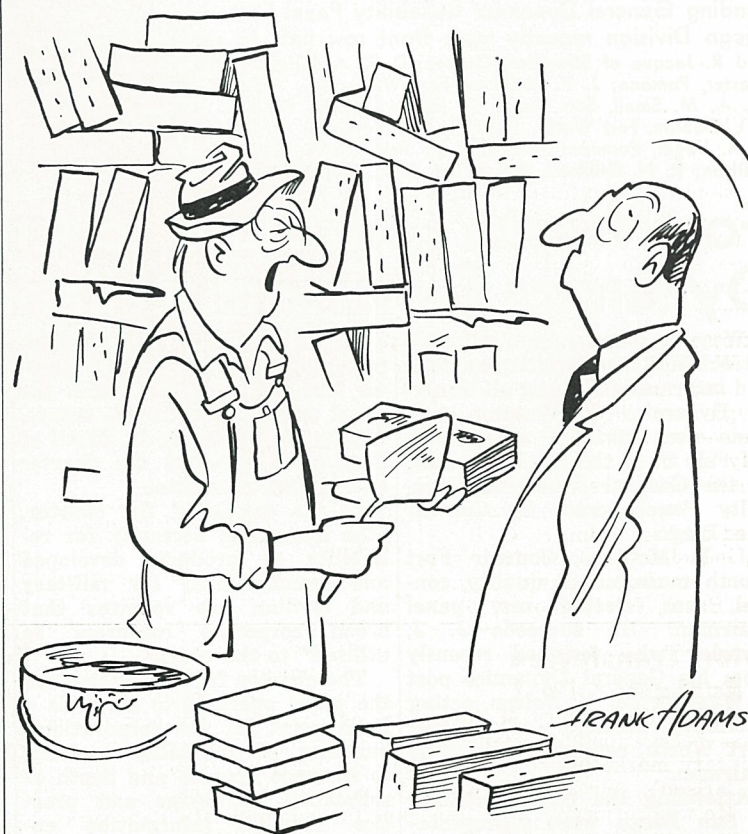
since the PBY Catalina.

His room is filled with models of F-100s, F-102s, B-58s, F-104s and even Voodoos. Larry said it took him the longest to build the F-102.

Not only in the aircraft-making business, he is also interested in space and has several missiles in his collection. Just recently he sold FW Division Manager Frank W. Davis a new missile for his office and received a whole dollar for it, too!

The August C. Esenweins are probably Larry's biggest customers. Jarvis, one of the Esenwein daughters, took a station wagon load out to San Diego when she drove out to join her parents several days ago.

Young Widmer says he hopes to follow in his father's footsteps in engineering.

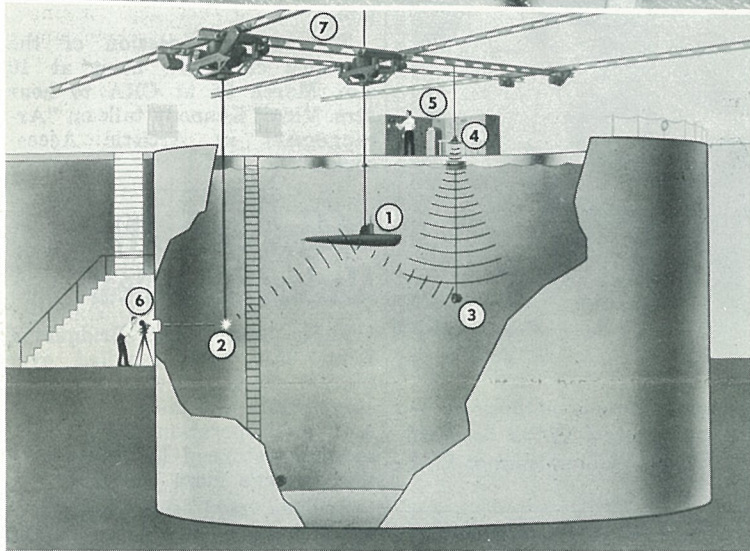
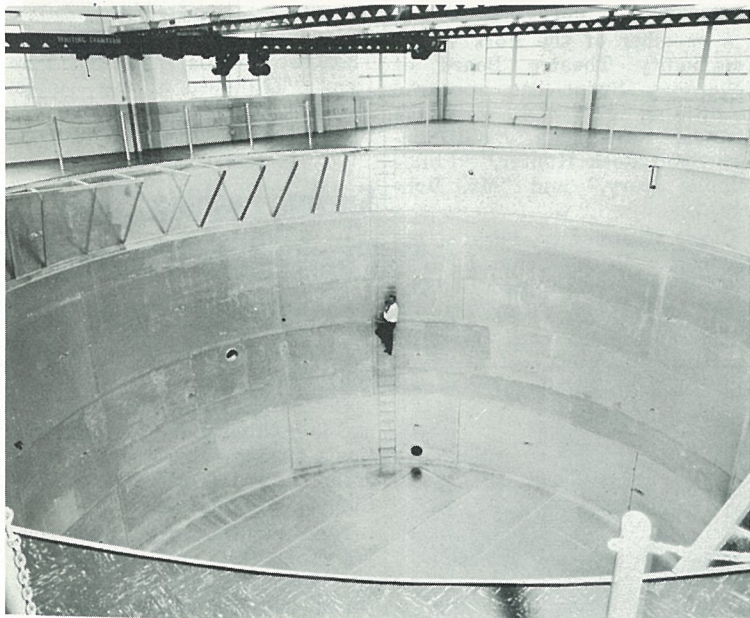


"I have days when things go right, and days when they go wrong . . ."

NEWS FROM OTHER DYNAMICS DIVISIONS

General Dynamics Corporation, created in April, 1952, as successor to Electric Boat Company, is composed of six divisions and a Canadian subsidiary, Canadair Ltd. of Montreal, airframe builders. The divisions are:

- Convair, head offices at San Diego, Calif., aircraft, missiles and space systems.
- Electric Boat of Groton, Conn., submarines.
- Stromberg-Carlson, of Rochester, N. Y., telecommunications, electronic equipment.
- Liquid Carbonic of Chicago, Ill., carbon dioxide producer, industrial and medical gases.
- General Atomic of San Diego, Calif., nuclear research, development, production.
- Electro Dynamic of Bayonne, N. J., electric motors, generators.



TEST FACILITY—Nation's largest indoor underwater acoustic test facility went into operation last month for Stromberg-Carlson. It is 48 feet in diameter and 30 feet deep. Sketch shows (1) model submarine serving as target; (2) underwater spark for echo ranging; (3) hydrophone receiving echo from sub; (4) loudspeaker for testing transmission of sound from air above; (5) control console; (6) camera; (7) overhead tram to position devices.

Skipjack Proves Itself World's Fastest Sub

GROTON—Last week Skipjack, the Navy's newest submarine, returned to her fitting-out pier at Electric Boat Division from her initial builder's sea trials. She made the highest speed that has ever been made by any submarine.

Skipjack is the first of the Navy's radical new class of nuclear-powered attack submarines. She has a streamlined advance hull form with a single propeller and improved ship controls. The nuclear reactor is of advanced design with longer life and higher power.

Skipjack's commanding officer, Cdr. W. W. Behrens Jr., his officers and crew put the ship through two days of intensive maneuvering. She performed superbly for them and the technical representatives assisting with the trials. These representatives, headed by Vice Adm. H. G. Rickover, included personnel from the Bureau of Ships, David Taylor Model Basin, Westinghouse, Elec-

tric Boat Division, Supervisor of Shipbuilding, USN, Commander Submarine Force, U. S. Atlantic Fleet, and Atomic Energy Commission.

On his return to Groton, Vice Admiral Rickover said he was very pleased with the trials and particularly commended the officers and crew of Skipjack for their high state of training.

This is the world's fastest submarine.

Stromberg-Carlson Gets Army Contract For Mobile Units

WASHINGTON — The Army last month reported award of a \$12.6 million contract to Stromberg-Carlson which will increase ground-air mobility for combat communications facilities.

High echelon field headquarters will be provided with standard aluminum shelters, completely equipped for rapid installation of communication and electronic equipment, all designed for easy air or ground transport. The communication system was developed by the U.S. Army Signal Corps to provide a mobile central unit for communication networks. The contract will be executed by Stromberg-Carlson's electronics division. The shelters themselves will be sub-contracted.

It's a Close Call For Howard Golem

Howard Golem, Convair's director of procurement, must have had a shock when he read a headline in a local newspaper:

"Golem To Be Shot Behind Iron Curtain."

He was considerably relieved to read the amusement page story and learn that "Golem" was a silent motion picture, called a medieval classic, which will be refilmed.

Medical Academy Elects Dr. Leverett

Dr. J. K. Leverett of Convair Fort Worth last week was elected to membership in the American Academy of Occupational Medicine.

Dr. Leverett, chief physician, was notified of his election by the academy's president, Dr. Leonard Goldwater.

The academy devotes its annual meetings largely to study of the latest advances in the handling of occupational medicines.

William Barnes, 64, Pomona Guard, Dies

Funeral service for William K. Barnes, 64, Convair Pomona guard, was conducted March 7 in Pomona. Barnes, who had been under the care of a doctor for a month, died March 4, the day he was to have received a Convair 15-year service pin.

Barnes was survived by his wife, Mrs. Grace Lee Barnes of Pomona, four daughters, two sisters and a brother. Interment was in Greenwood Cemetery in San Diego.

New Staff Members Join General Atomic

SAN DIEGO — Drs. David J. Peery and John C. Stewart are new research staff members of General Atomic Division, according to Dr. Edward C. Creutz, director of John Jay Hopkins Laboratory for Pure and Applied Science.

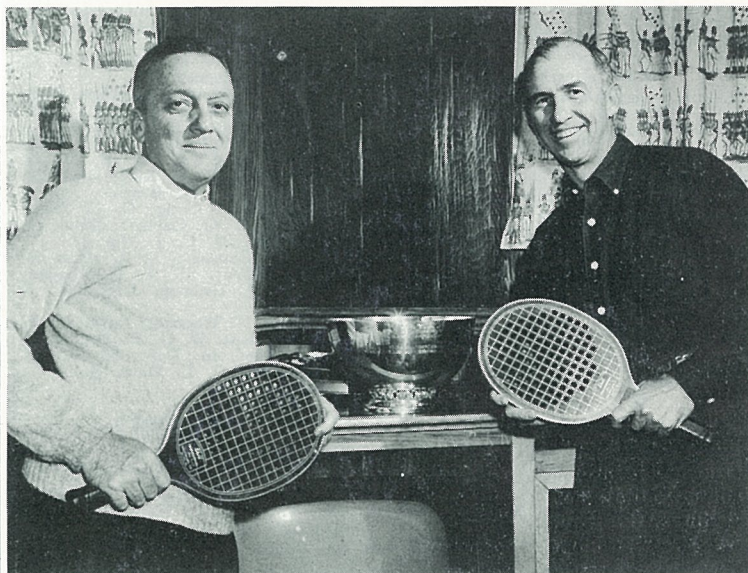
Dr. Peery is a former head of the aeronautical engineering department at Pennsylvania State. Dr. Stewart earned his doctorate in astronomy and physics at California Institute of Technology and is an expert in atomic reactor theory.

MICRO RECORDER BUILT FOR NAVY

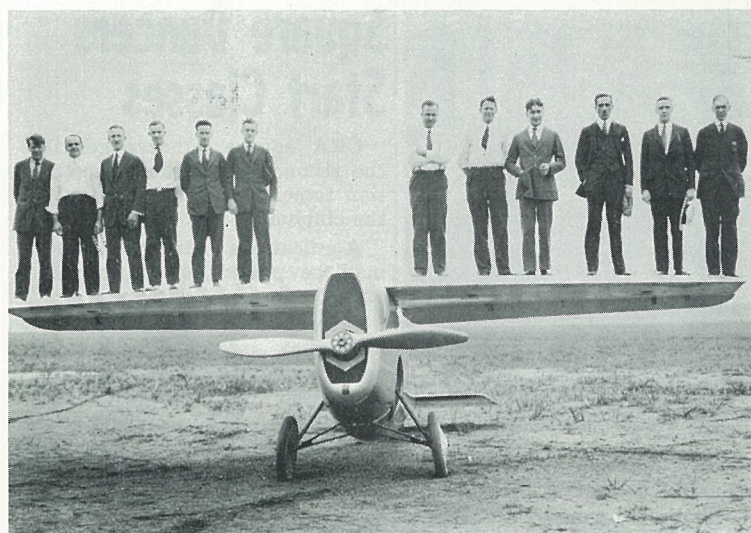
SAN DIEGO — Stromberg-Carlson has installed an SC 4010 high speed microfilm recorder at the Naval Proving Ground, Dahlgren, Va. The system is capable of recording up to 15,000 characters or 10,000 graph plotting points per second.

WELDING ENGINEER

GROTON — Ernest H. Franks has been named operations department welding engineer at Electric Boat Division, responsible for providing technical guidance, direction and assistance to all departments concerned with production welding in operations.



CHAMPIONS—Frank Pace Jr., right, president of General Dynamics Corporation, and his partner, Clifford Sutter, advertising agency executive, after they won American Platform Tennis Doubles championship last month. Sutter is former U.S. intercollegiate tennis champion.—Courtesy Macy Westchester Newspapers.



FIRST RETRACTABLE—When Consolidated was formed, Dayton-Wright Airplane Co. designs were part of early assets. Here is Dayton-Wright racing plane of 1920, first U.S. aircraft with retractable wheels. Men are unidentified except for last three at right, Harold E. Talbott, president; G. M. Williams, general manager; Charles F. Kettering, vice president, of Dayton-Wright.

Consolidated's Founder An Army Aviator in '17

(Previous installments in this history of Convair have sketched the development of the Gallaudet Aircraft Co. up to the point where Reuben Fleet entered the picture, and touched briefly on Fleet's youth.)

Reuben H. Fleet, founding father of Consolidated, was among the first to be chosen for aviation training in a new Signal Corps Aviation Section program in 1917. He reported for duty at the Army's Rockwell Field aviation school in San Diego March 29. Eight days later the country was at war with Germany.

After winning his wings, Fleet spent most of the war period in Washington in direction of aviation training. In the spring of 1918 he received new duty when the Post Office Department inaugurated the first regular air mail service between Washington and New York City. The Signal Corps supplied aircraft and pilots and Fleet was named officer in charge by Col. H. H. "Hap" Arnold, assistant Air Corps chief.

After civilian flyers took over the mail service in July Fleet sailed for England aboard the troopship Olympic. Arnold, who was on board as troop commander, was coming down with pneumonia. He charged Fleet with correcting the unmilitary appearance of the aviation officers and chaplains. Recalling the voyage long afterwards, Arnold wrote:

"The next thing I remember clearly was being carried to an ambulance on the Southampton dock . . . Not a sound was heard until a faint murmur reached us from ahead. As we drew closer the sound became more distinct. It was Maj. Reuben Fleet, marching his chaplains and Air Corps officers from Southampton to Winchester, at attention, in the rain, in the dark, at 11 o'clock at night. 'One, two, three, four. Damn you, chaplains, keep in step. One, two, three, four . . . He was making soldiers of them.'"

After graduating from Bri-

tain's school for flying instructors at Gosport, Fleet returned to the U. S. and was stationed at Dayton as business manager of McCook Field and contract officer for the Air Service. At that time McCook was the home of the Engineering Division which kept post-war aviation progress alive with a program of original design, prototype construction and rigorous testing. Fleet remained at this crossroads of military aviation from January, 1919, until the fall of 1922—negotiating contracts with manufacturers, purchasing material from suppliers, rubbing elbows with Air Service lawyers, engineers, and flyers.

When he decided to quit the service and make his fortune in private industry, Fleet turned down executive jobs with two well-established companies (Boeing and Curtiss) to become vice president and general manager of the Gallaudet Aircraft Corp. at East Greenwich.

"I remember clearly why I chose Gallaudet," he has said. "Its financial backers embraced the wealth of the country—men like Harry Payne Whitney, who was worth \$200 million."

Gordon W. Graff, Manager of Convair Omaha Office, Dies

Gordon W. Graff, 44, manager of Convair's Omaha office since October 1954, died in the Nebraska city March 7. He had been in poor health for some time.

A native of Springville, N. Y., he received his B.S. in aeronautical engineering from the Aeronautical University, Chicago, Ill., in 1938. Before joining Convair's Stinson Division in 1939, he worked for Curtiss Aeroplane and Bell Aircraft in Buffalo, N. Y.

He transferred from Nashville to the Fort Worth Division in June, 1944, as assistant group engineer, later serving as chief liaison engineer, B-36 assistant project engineer, and project engineer in charge of B-36 production and modernization.

COMMANDER FETED BY LANCASTER C. OF C.

Brig. Gen. John W. Carpenter III, new commander of Edwards AFB, home of the Convair Edwards facility, was honored March 11 by Lancaster Chamber of Commerce at its regular directors' luncheon meeting held at Antelope Valley Inn.



Gordon Graff



SCHOOL DAZE — Loyd L. Turner, left, special assistant to the division manager, Roger De Tonnancour, chief librarian, and Gene Hightower, assistant business manager of the Fort Worth Public Schools, guide Convair supervision on a public schools tour during Public Schools Week.

Employee Wins Fiat at Theatre Drawing

Meda Egbert of Dept. 22-2 has gone continental since she won the new Italian Fiat at the recent drawing at Fort Worth's Casa Manana.

What did she do with it? She gave it to her husband, Kenneth, last Saturday for their wedding anniversary.

Parks Alumni To Organize Club

Convair Fort Worth alumni of Parks College of Aeronautical Technology of St. Louis University got together for dinner at Western Hills recently to organize a local alumni chapter.

Square Dancers Start Classes

CRA square dancers get into the second ten weeks of instruction tomorrow night at 7 p.m. at the clubhouse.

Applications for the classes may be picked up at the CRA office. Fee for the course is \$3.

Commissioner Ross Carney said that special exercises are being held for each class that graduates.

"I'd also like to remind the folks that yearly membership cards were due by March 1," he added. "Yearly membership is \$8."

Carney says plans are in the making for an old fashioned cake walk for the club's annual activity party.

Baskin Crosses Up in Red River Cross

If you want to know how to drive to Oklahoma, don't ask A. J. Baskin of tooling—who just returned.

Baskin was pilot of a car taking a bowling team to a tournament in Wichita, Kan., one night recently. He left Texas by crossing the Red River near Lawton, Okla.

A few minutes later he came upon another bridge. When he arrived at the other side, a sign boldly proclaimed: "Texas."

This happened not once—but twice.

"I'll bet I'm the only guy in Texas that ever had to cross the Red River five times just to cross Oklahoma once," said Baskin.

Plant Easter Dance Set for March 28

Art Davis' orchestra will play for the plantwide Easter dance set from 8-12 p.m. on March 28 at the CRA ballroom.

This spring Easter dance marks the first of the new year, according to Commissioner Ike Pemberton.

An assortment of fox trots, Latin American songs and old fashioned waltzes will fill a free evening of entertainment designed for all ages.

Wooten Still Looking for Chess Players

Chess Commissioner R. W. Wooten is still searching for players to participate in the City Chess League which continues at 7:30 p.m. March 24 at Sycamore Recreation Building near TWC.

Although there was a small turnout for the CRA chess meeting recently, there were approximately 50 players that showed up for the last city team match.

Swint Will Play Vandergelder In 'Matchmaker' at Playhouse

Erwin Swint, who opens April 3 with Wing and Masque players in Thornton Wilder's comedy-farce, "The Matchmaker," makes his thirteenth appearance on the Fort Worth stage but his first at the CRA Playhouse.

Swint will portray the grumpy, tight-fisted Horace Vandergelder of Yonkers, New York, who runs a general store with the help of two innocent, naive young clerks. Things become hysterical when he decides upon marriage for "housekeeping purposes."

A member of the Fort Worth Community Theatre Board of Governors, Swint has appeared in "Stalag 17," "Oh Men, Oh Women," "Anastasia," "Will Success Spoil Rock Hunter," "Philadelphia Story," and "Mr. Roberts."

Other Community Theatre assignments have included "The Mad Woman of Chailot," "The Lark" and "Hay Fever."

His three roles with the TCU



SWINT

Theatre include "Seven Year Itch," "Teahouse of the August Moon" and "Springtime for Henry."

Spring Fashion Show Plans Make Progress

Convair women will get a look at latest spring fashions at a special style show being planned for April 25.

Co-commissioner Winnie Leonard is making arrangements with Cox's to stage the show. Models from both the store and from Convair will be used.

Neal Weatherhogg, music major from TCU, will provide organ music throughout the show, which will get under way at 1 p.m.

The morning session of the women's club will meet at 10 a.m. March 25 at CRA to hear Mrs. Virgil Kennedy talk on "Arrangement in Artistic Accessories."

Bridges Back After Alaskan 'Raw Deal'

Radio ham Dough Bridges of Dept. 85-5, who handled over \$18,000 worth of personal messages while in Alaska at Eielson AFB on "Operation: Raw Deal," recently returned to Texas with the project's main body.

Bridges said that he never would have been able to handle all of the traffic from the Alaskan end without the help of Convair's Lloyd Barrow of Dept. 85-5 and Bob Chapin of Sylvania.

A licensed radio operator since the age of 12, the 22-year-old Bridges has done work at the University of Nebraska and Kansas State University. He's a former KFJZ engineer.

Activities Calendar . . .

Convair Recreation Association events in the next two weeks are listed below. Readers interested may clip this column and save it for reference until next issue of Convairiety. For more information, phone CRA office, ext. 2771 at Fort Worth, ext. 424 at Daingerfield.

Fort Worth

Tonight, March 18
ASTRONOMY: lecture, 7:30 p.m., CRA.
BOATING: meeting, 7:30 p.m., CRA.
BRIDGE: duplicate session, 9:30 a.m., CRA.
DRAMA: rehearsal for "The Matchmaker" 7:30-10 p.m., CRA Playhouse.
RANCH ACTIVITY: calf roping, 8-10 p.m., ranch area, CRA.
SOFTBALL: meeting (men and women), 7:30 p.m., CRA.

Thursday, March 19
ARCHERY: shoot, 7-10 p.m., archery range, CRA.
ART: class, 7:30 p.m., FW Art Center.
BADMINTON: play, 7:30-10 p.m., Stripling Jr. High Gym.
DRAMA: rehearsal for "The Matchmaker" 7:30-10 p.m., CRA Playhouse.
RADIO: operating night, 7:30 p.m., CRA.
SQUARE DANCING: classes: beginners 7 p.m.; advanced 8:15 p.m., CRA.

Friday, March 20
BRIDGE: duplicate session 7:45 p.m., CRA.
RANCH ACTIVITY: cutting 6-8 p.m.; roping 8-10 p.m., ranch area, CRA.

Saturday, March 21
ASTRONOMY: work parties, 9:30 a.m.-3 p.m., CRA.
GOLF—sweepstakes, Worth Hills.
DOG SHOW: Exhibit Bldg., Amon Carter Square, 8 a.m.-9:30 p.m.

Sunday, March 22
MODEL AIRPLANE: radio control contest, 1:30 p.m., Western Hills North.
RANCH ACTIVITY: advanced riding lessons 2 p.m.; cutting 4-6 p.m.; roping 6-8 p.m., ranch area, CRA.

Monday, March 23
DRAMA: rehearsal for "The Matchmaker" 7:30-10 p.m., CRA Playhouse.
MOVIE: "Jubilee Trail" (color) with Forrest Tucker. Shown lunch period, 50-foot aisle.
VOLLEYBALL: league play, 6:45 p.m., Southside Recreation Building.

Tuesday, March 24
CAMERA: photography class, 7-9 p.m., CRA.

CHESSE: city chess league entries, 7:30 p.m., Sycamore Recreation Building.
GARDEN CLUB: meeting 7:45 p.m., Garden Center.
RADIO: election officers and business meeting, 7:30 p.m., council room, CRA.
RANCH ACTIVITY: cutting, 7-9 p.m., ranch area, CRA.
TABLE TENNIS: play, 7:30 p.m., CRA.

Wednesday, March 25
ASTRONOMY: work parties, 7:30 p.m., CRA.
BRIDGE: duplicate session, 9:30 a.m., CRA.
DRAMA: rehearsal for "The Matchmaker" 7:30-10 p.m., CRA Playhouse.
RANCH ACTIVITY: calf roping, 8-10 p.m., ranch area, CRA.
WOMEN'S ACTIVITIES: Mrs. Virgil Kennedy "Arrangement in Artistic Accessories," 10 a.m., CRA.

Thursday, March 26
ARCHERY: shoot, 7-10 p.m., archery range, CRA.
ART: class, 7:30 p.m., FW Art Center.
BADMINTON: play, 7:30-10 p.m., Stripling Jr. High Gym.
DRAMA: rehearsal for "The Matchmaker" 7:30-10 p.m., CRA Playhouse.
RADIO: operating night, 7:30 p.m., CRA.
SQUARE DANCING: classes: beginners 7 p.m.; advanced 8:15 p.m., CRA.

Friday, March 27
BRIDGE: duplicate session 7:45 p.m., CRA.
RANCH ACTIVITY: cutting 6-8 p.m.; roping 8-10 p.m., ranch area, CRA.

Saturday, March 28
ASTRONOMY: work parties, 9:30 a.m.-3 p.m., CRA.
DANCE: plantwide Easter dance, 8 p.m., CRA. Art Davis' orchestra.
WASHER PITCHING: singles tournament, 1:30-5:30, CRA.

Sunday, March 29
RANCH ACTIVITY: advanced riding lessons, 2 p.m.; cutting 4-6 p.m.; roping 6-8 p.m., ranch area, CRA.

Monday, March 30
DRAMA: rehearsals for "The Matchmaker" 7:30-10 p.m., CRA Playhouse.
MOVIE: "Target Hong Kong" with Richard Denning. Shown lunch period 50-foot aisle.
VOLLEYBALL: league play, 6:45 p.m., Southside Recreation Building.

Tuesday, March 31
RANCH ACTIVITY: cutting, 7-9 p.m., ranch area, CRA.
TABLE TENNIS: play, 7:30 p.m., CRA.



HANGAR FLYING—These CRA model airplane enthusiasts are busy preparing for the next radio control contest slated for 1:30-5 p.m. on March 22 at Western Hills North. Commissioner C. L. Price says prizes will be awarded.

Log Book Entries Promotions

Promotions to and within supervision, professional and administrative effective March 2:

Dept. 3: to training specialist, R. O. Beil; Dept. 4: to liaison man, W. A. Whittemore; to purchasing agent, N. L. Johnson, D. H. Painter.
Dept. 6: to assistant project engineer, S. M. Andrich; to design engineer, T. Locklar; to design engineer sr., J. C. Mathews, W. B. McLaughlin; to engineering chemist sr., J. E. Halkias; to test engineer, J. D. Sturgis.
Dept. 7: to subsystems liaison man, B. R. Dennis, E. E. Griffith; Dept. 8: to industrial engineer, R. A. Browning Jr.; Dept. 23: to manufacturing research engineer sr., J. L. McDaniel.
Dept. 27: to quality control liaison man, A. D. Davis; Dept. 32: to assistant foreman, V. B. Franks; Dept. 75: to assistant foreman, H. O. Babb Jr., M. O. Morris, R. L. Robbins.
Dept. 85: to aircraft maintenance specialist, C. E. Arthurs; Dept. 92: to assistant general foreman, L. C. King.

Awards

The following received Employee Suggestion awards totaling \$2,415.40 for the period ending 24 February:

J. O. Bennett, H. A. Hinkle, V. C. Igu Jr., W. M. Ritchie.
Dept. 4: V. V. Wooldridge; Dept. 6, B. L. Lawrence, H. M. Price; Dept. 12, L. A. Brown Jr.; Dept. 14, N. Mitchell.
Dept. 19, N. S. Poston, D. H. Claybrook; Dept. 20, S. B. Morris, D. O. Thomas; Dept. 21, J. D. Keel; Dept. 22, R. M. Brackney, J. S. James.
Dept. 24, H. G. Craig, C. C. Whitlock; Dept. 25, L. O. Gabbert; Dept. 27, J. Carter; Dept. 29, C. J. Warren.
Dept. 30, A. Comacho, L. R. Glass, D. R. Lancaster; Dept. 31, A. H. Phagan; Dept. 33, B. J. Graham; Dept. 34, J. M. McKee Jr.
Dept. 36, D. N. Weehunt; Dept. 46, P. B. Washburn; Dept. 55, G. Faught; Dept. 64, H. C. Woodrum; Dept. 82, R. W. Setzer; Dept. 85, C. L. Davis Jr.

Retirements

EUBANKS—Otto, Dept. 31. Original hire date November 10, 1943 (FW), retirement effective February 27. 3701 Fairfax Ave., Fort Worth, Texas.
NOBLE—A. H., Dept. 14. Original hire date August 2, 1943 (FW), retirement effective March 13. Blum, Texas.
MULLINAX—T. O., Dept. 31. Original hire date July 14, 1943 (FW), retirement effective March 27. 2317 Norwood Lane, Arlington, Texas.
STEWART—J. W., Dept. 65. Original hire date February 15, 1943 (FW), retirement effective February 27. 1014 W. Arlington, Fort Worth 10, Texas.

SWINEY—E., Dept. 99. Original hire date December 9, 1946 (FW), retirement effective March 20. 618 Southwest Fifth, Grand Prairie, Texas.

TANNER—A. D., Dept. 15. Original hire date September 29, 1943 (FW), retirement effective March 3. Walnut Springs, Texas.

WYLLIE—M. H., Dept. 99. Original hire date September 23, 1946 (FW), retirement effective March 9. Era, Texas.

Births

SHAW—Penny Larae, girl, 8 lbs., 5 ozs., born February 21 to Mr. and Mrs. B. M. Shaw, Dept. 6-6.

SHIPP—Barry James, boy, 8 lbs. 11 ozs., born February 10 to Mr. and Mrs. J. F. Shipp, Dept. 27-8.

TAYLOR—Dwayne Leslie, boy, 8 lbs. 14 ozs., born February 17 to Mr. and Mrs. L. W. Taylor, Dept. 89-1.

Daingerfield
WALTON—Tina Delyce, girl, 5 lbs., 9 1/2 ozs., born February 12 to Mr. and Mrs. W. R. Walton, Dept. 3-4.

NAZZAL—Nancy Annette, girl, 6 lbs., 14 ozs., born February 23 to Mr. and Mrs. J. R. Nazzal, Dept. 2.

Deaths

SIMMONS—Mrs. K., wife of K. Simmons, Dept. 15, died February 27. Survivors include her husband, one son, two daughters, a brother and five grandchildren.

Cards of Thanks

I would like to express my sincere thanks to the Employee's Con-Trib-Club for their help during my recent illness.
L. A. Wilkerson, Dept. 33

We wish to express our sincere thanks to our many friends at Convair for the flowers and other expressions to us following the recent loss of our mother, Mrs. Frances Razo.
M. Razo, Dept. 24-1
M. Razo, Dept. 64
J. Razo, Dept. 75

We wish to express our sincere appreciation to our many friends at Convair for the flowers and other expressions to us following the recent loss of our daughter, Phyllis Greer.
Mr. and Mrs. J. H. Greer, Dept. 85-2

Hitchhikers

RIDE WANTED—from 3312 Wesly, 7-3:45 shift, call J. F. Shipp, Dept. 27-8, phone TE 8-3710.

The Passing Years

Fort Worth

The following service emblems were due during the period March 16 through March 31.

Fifteen-year: Dept. 3, E. B. Pechacek; Dept. 4, C. C. Harris; Dept. 9, N. K. Luce; Dept. 14, A. B. Gathings; Dept. 20, R. E. Farson.

Dept. 22, A. G. Evans, R. H. Young; Dept. 24, L. T. Estes, L. K. Mauldin, R. L. Medley, M. Miller, X. S. Richardson.

Dept. 30, E. Rivera; Dept. 32, S. O. Key, H. W. Brown; Dept. 33, C. O. Goains; Dept. 46, E. C. Irvin, W. D. Hays, T. S. Taylor.

Dept. 54, R. W. Day; Dept. 55, F. E. Brown; Dept. 58, J. C. Simms; Dept. 59, H. O. Luning; Dept. 64, B. E. Dunsworth, L. E. Griffin, G. W. Stewart.

Dept. 65, D. W. Summers, J. M. Wells; Dept. 81, S. R. Cook, A. H. Ueckert; Dept. 82, A. Y. Taylor.

Ten-year: Dept. 4, L. A. Mele; Dept. 6, J. M. Murchison, R. E. O'Byrne; Dept. 8, W. E. Mercer Jr.; Dept. 15, K. H. Faulkner Jr.

Dept. 20, S. B. Allen, P. M. Carrell, J. A. Sanders; Dept. 22, E. F. McDonald, C. A. Sedberry; Dept. 24, W. Elliott, A. D. Farrell, J. W. Glass, L. W. Hamilton, J. A. Moore.

Dept. 25, G. H. Aslinger, K. B. Brackeen, C. J. Faulkner, L. M. Jeffries, D. L. Lott, G. S. Marchman Jr., C. H. Pittillo.

Dept. 27, L. F. Coy, J. D. Greer, J. J. Grucella, C. H. Hiner, L. P. Thompson; Dept. 31, C. B. Howard, W. A. Lemley.

Dept. 32, A. C. Dane, E. C. Garrison; Dept. 33, B. B. Odom, C. D. Roberts; Dept. 64, J. W. Bryan, E. C. Hardin Jr.

Dept. 65, J. R. Brewer; Dept. 73, H. L. Baker; Dept. 75, O. D. W. Wright; Dept. 81, G. B. Bell Jr., A. Layton; Dept. 82, V. Cruz; Dept. 85, M. D. Smith.

Daingerfield
Ten-year: Dept 3, C. E. Roberson; Dept. 5, R. E. Gunn.

★

Convairiety

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First Place Winner
International Council of Industrial Editors

Founded Sept. 1, 1948. Published in six editions (Fort Worth-Daingerfield, San Diego, Pomona, Astronautics, Mail Edition and Antelope Valley-Holloman) by Convair Industrial Relations, General Offices, San Diego, Calif., Logan Jenkins, editor. Approximate current total circulation, over 65,000. News items and letters to the editor are solicited, but no advertising can be accepted.

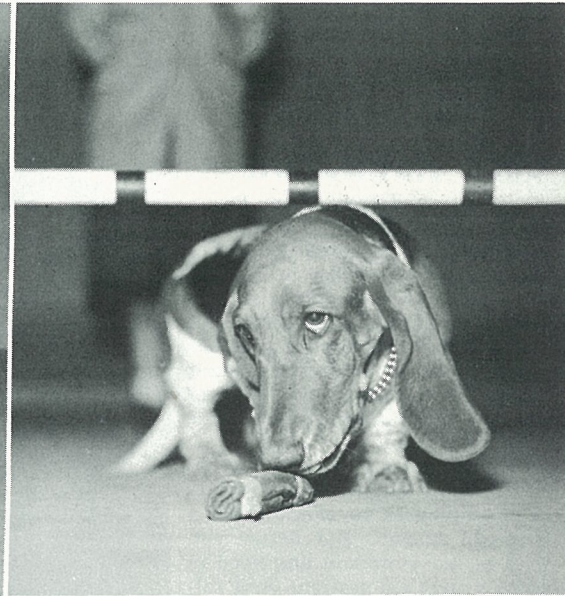
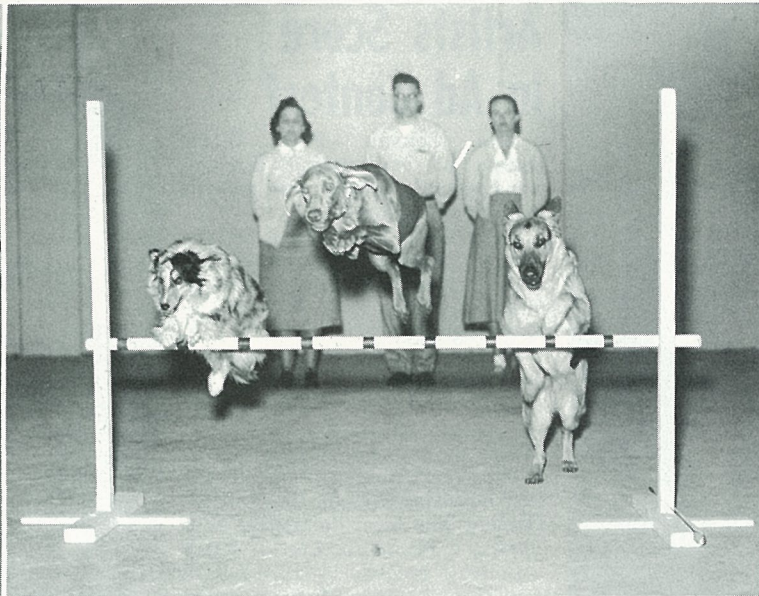
SD Editorial Offices, Building 32, Plant 1, ext. 1071. Staff: Grayce Fath, Helen Pemberton, Fred Bettinger.

FW Editorial Offices, Col. 73-C, Ext. 2961. Mailing Address: Convairiety, Convair, Fort Worth, Texas. Telephone PE 8-7311. Staff: Bob Vollmer, Fort Worth editor; Pat Baker, Mary Beck.

Astronautics Editorial Offices, Bldg. 2, new plant, ext. 1154. Staff: Bryan Weickersheimer, Astronautics editor.

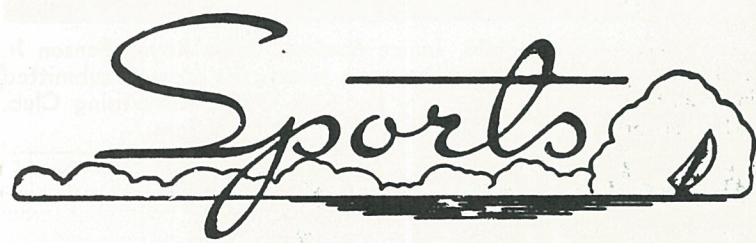
Pomona Editorial Offices, Room K-222, Bldg. 2, ext. 6226, mail zone 3-8, Staff: James Combs Jr., Pomona editor; Dorothy Keller.

Antelope Valley Editorial Offices, Room 31, Bldg. 301B, Palmdale, ext. 337. Staff: Betty Lou Nash.



HOT DOG!—Convair Fort Worth dogs and masters are preparing for the twenty-seventh annual all breed Dog Show and Obedience Trial set for Saturday at the Exhibit Building, Amon Carter Square. Left, Dawn, Lady and Tia pick out rag bones their masters have placed before them. Center, they stretch their

legs a bit with a simultaneous jump over the pole hurdle. At right, the not-so-energetic Beagle apparently thinks the other canines are doing it the hard way. He's going under the pole! More than 50 Convair people are expected to enter their dogs in show.



SAFE!—Here some of Convair Fort Worth's junior baseball players practice up for CRA Baseball Clinic which gets under way April 4 through May 23. Youngsters are still signing up at the CRA office.

CRA April Boys' Baseball Clinic Applications Increase to 120

One-hundred and twenty applications have been received for the CRA boys' spring baseball clinic scheduled to get started April 4.

According to the CRA office, March 23 has been set as a new

deadline for applying. Applications will be accepted up until that time or until the quota of 200 youngsters has been filled.

Dr. Bobby Brown, former New York Yankee infielder, will be guest speaker and instructor for the opening sessions on April 4.

Open to all boys 9 through 15 years old, the clinic will be under supervision of the CRA junior baseball activity. It will meet every Saturday through May 23.

Major league baseball scouts will be instructors and will give the boys instruction in all phases of the game.

A \$5 fee is required for the clinic and must accompany the application blank. Blanks are available at the CRA office.

Washer Pitchers Will Hold Plant Tourney

A washer pitching tournament is slated for March 28 beginning at 1:30 p.m. at the CRA clubhouse with selection of the plant-wide champion a special feature of the day.

M. E. Goolsby, presently plant champ, will pitch against Oliver Cornelsen for the title.

Merchandise awards will be given to top pitchers, and there is no pre-tournament registration.

Tourney Planned in Table Tennis

CRA table tennis players will have their annual plant-wide tournament April 11 starting at 1 p.m. in the clubhouse ballroom.

The tourney will be open to all Convair and Air Force people, including those stationed at Carswell AFB.

Scheduled events include men's and ladies' singles, men's doubles, mixed doubles, ladies' doubles, senior men's singles (40 and over) and junior singles (18 and under).

Consolation events will be held if the number of entries warrants them. Application blanks are available at the CRA office or from Stan Powell, ext. 2572.

Winners in the last tournament were John Rangel, Don Brittian, Dale Brooks, Rudolph (Sam) Hromcik, Robert Case, James Dwyer and Mrs. Monty (Jack) Burt.

Baseball Meet Set

Prospective junior baseball league players are meeting at CRA at 7 p.m. on March 25. This will be an organizational meeting, and youngsters have been asked to bring along their parents. Age limits are from 9-16 years.

Local Plant Hobbyists Planning to Put on Dog At 27th Annual Dog, Obedience Show Saturday

Convair Fort Worth hobbyists will "put on the dog" Saturday at the Exhibit Building behind Will Rogers Coliseum when an expected 50 of the plant's dog lovers enter the twenty-seventh annual all breed Dog Show and Obedience Trial.

Most of the dog trainers are proteges of Dwight D. (Bill)

Dobson Jr., owner of Dobson Kennels, south of Benbrook.

Convair people entering the Obedience Trial include Arthur J. Myers, Mary Bulger, Robert Adel, Ben Bates, R. E. Finch and K. E. Kouder.

Other entries are Jim Clark Jr., Anna Stucker, Jean Lynch, Rex Robinson, Ann Gillespie, Jim Wood, Fran Morris, Charlie Buse, Raymond C. Oser, Marie Goode and Joe Morrow.

There'll be a slew of other Convair people with everything from Chows, Dachshunds and Old English Sheepdogs to Italian Greyhounds, Japanese Spaniels and Yorkshire Terriers entering the "beauty contest."

Outstanding among Convair canines in the beauty contest will be E. A. Black's Doberman Pin-

cher. Wayne Hodgkins will also be entered in this event.

Silver trophy prizes will be awarded in the Obedience trial—about \$800 worth. Show dog winners will be awarded \$2,000 in awards.

Employees Haul 100 Fish on Expedition

Fort Worth's spring weather is responsible for the 100 white perch and bass caught by a group of fishermen from industrial security recently at Lake Whitney.

Those in the fishing party included H. W. Chick, Ewell Smith, A. J. Morris and Ray White. They made Smith's cabin their headquarters on Steel Creek and were fishing with minnows.

Weight Lifting Cards Being Picked Up Now

Deadline for CRA weight lifting eligibility cards is March 31, and renewals must be made before that time.

The eligibility cards are available for \$1 at the CRA office.

Weight lifters are now preparing for their annual physique and weight lifting contest set for May 2 at the clubhouse.

Ranch Shelter Construction Is Now Under Way

Construction is now under way on a modern new CRA ranch shelter at Convair Fort Worth. Ground breaking ceremonies were held recently at the new shelter site at the right of the entrance to the ranch area.

Those on hand for the ground breaking festivities included CRA Commissioner Ralph Reade, R. K. (Dick) May, who submitted sketches and suggestions for the new building, and Reed Hendrickson, president of the CRA ranch riders.

C. J. Hall Jr. of CRA said that construction is being done by CRA employees and volunteers. The foundation and slab is being handled by an outside contractor, but the stone work and fireplace will be done with volunteer help.

He says that the building should be finished around the first part of May.

The new building will be used as a meeting place for CRA's ranch activities. It is designed to accommodate around 100 people comfortably.

CRA Golf Sweepstakes Will Begin Saturday

CRA golfers will get into the full swing of things at the special Golf Sweepstakes Saturday at Worth Hills.

Deadline for entering is Friday, and blanks are available at the CRA office and from Walt Hill at Annex 2.

Men entering will play in four-somes made up prior to the games.

The field will be divided into four handicap classes. Players with no established handicaps at CRA are still invited to enter. Handicaps will be determined.

Golfers who didn't participate in at least three of the 1958 events must establish new handicaps to be eligible for 1959.

Convair Woman Bowls a New Watch

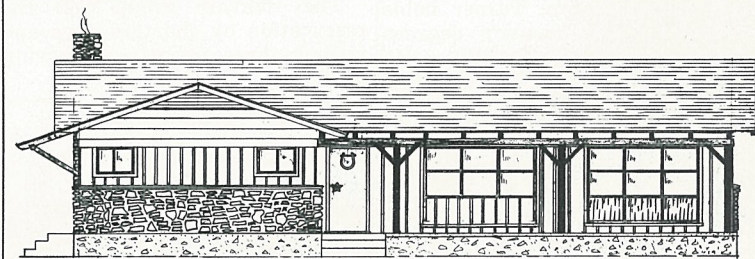
Convair Fort Worth's Jeanneane Bavousett of the electronics group of engineering is sporting a new \$500 diamond studded wrist watch she won bowling in the recent March of Dimes Bowling Tourney.

Garden Club People To Hear Judge Talk

Mrs. A. Gran Fewsmith, Fort Worth authority on gardening, will speak on "European Impression" at the March 24 garden club meeting planned for 7:45 p.m. at the Fort Worth Garden Center.

Having returned from a three months' tour in Europe, Mrs. Fewsmith plans to place special emphasis on her impressions of European gardens.

She is counted among the national flower show judges.



NEW SHELTER—Here is the artist's conception of the new CRA ranch shelter on which construction is now under way. The building is being constructed by CRA employees and volunteers.



GROUND BREAKING—Commissioner R. S. (Ralph) Reade, left, of the CRA ranch club, R. K. (Dick) May and Reed Hendrickson break ground for the ranch shelter being constructed at Convair FW's ranch area. Hendrickson is president of the CRA ranch riders.

Is It News?

Is it news? Then grab a telephone and call Convairity

Safe Practices A Key Point in Cost Reduction

(Continued from Page 1)
formance on the B-58 and other programs at the same time. For every accident—either on the job or off—costs not only the employee, but Convair as well.

"There's added cost if a minor injury like a scratched finger results in no more than 15 minutes off the job for a visit to the first aid station.

"When there's an injury, no matter how slight, we certainly urge employees to check in at a first aid station. But better yet, we'd rather eliminate any need to go to a first aid station. And following safe practices will do just that."

Convair employees in 1958 made an enviable safety record which can be topped in 1959 if employees continue to keep themselves safety-conscious.

The progress is shown on reports revealing that in 1951, only 14 departments worked 1,000,000 manhours or a calendar year without a disabling injury. By 1958, that figure had grown to almost twice as many departments, a total of 25.

Said Temple:

"In 1951, one employee among each 44 at work at Convair suffered some wage loss because of a work injury. In 1958, it was only one employee among each 224.

"Each employee suffered work injuries requiring six visits to first aid stations in 1951. Last year, this figure was down to an average of less than one-and-one-half per employee.

"Severity likewise shows a marked improvement. Most serious accident in 1951 cost the company more than \$120,000 in repairs, and \$13,500 for compensation to the employee. About the most costly accident in 1958 was a collision experienced by a Convair employee on the freeway. It cost \$983.

"Back in 1951, there were seven critical injuries, including two fatalities. In 1958, most serious was the loss of two joints of a finger."

Two From Convair Seek School Office

Lloyd L. Turner, 41, special assistant to the division manager, and Robert R. Thompson Jr., 34, weight coordinator in Dept. 6-2, are among eight candidates for the Fort Worth Board of Education.

A native Texan, Turner holds bachelor's and master's degrees from Baylor University. He taught at Baylor and the University of Pennsylvania, served as an Air Force intelligence officer during the war and joined Convair in 1946.

Thompson, a native of Fort Worth, is a graduate of Texas Wesleyan College and has done work toward his doctorate at North Texas State College. He taught in the Fort Worth Public Schools for two years before joining Convair in 1956.



Dr. Herbert True

IDEA DEVELOPMENT PROGRAM PLANNED

Dr. G. Herbert (Herb) True, a 35-year-old "huckster" and former professor billed as "Mr. Creativity," will put on a one-man program for Convair Fort Worth Management Club members April 25.

Aim is to show members "how to put new purpose into their personal, business and professional lives." The meeting will be at Ridglea Country Club.

Dr. True, director of creativity research for Visual Research Inc. in Chicago, is the program's single speaker. His half-day presentation, with the help of color slides, is designed to help club members increase the number of their own useful productive ideas.

Author of several books including "The Care and Feeding of Ideas," "Television Techniques Handbook," and "TV Dictionary Handbook," Dr. True is a former faculty member in marketing and English at the University of Notre Dame.

The program is being planned by the club's personal development committee.

Convair Delegation Tours Public Schools

Some 35 Convair Fort Worth employees—foremen, supervisors, and department heads—went back to school recently in conjunction with Fort Worth Public Schools Week.

In charge of the Convair delegation was Lloyd L. Turner, special assistant to the division manager.

The Convair group left the reservation by chartered bus and visited three schools, observing classrooms in action.

Turtle Club Welcomes a New Member Whose Noggin Struck by Falling Motor

Convair Fort Worth added its third member to the rolls of the international Turtle Club when J. F. Mulonax of Dept. 56 received a letter, certificate, helmet, and pin from E. L. Falkner, general foreman.

Artists Score In Ad Contest

Two Convair Fort Worth artists of engineering illustrations recently added more awards to their collections.

They took top honors in the recent 1958-59 Art Competition and Exhibit contest sponsored annually by the Fort Worth Advertising Club.

Winners were Royce Benson Jr., who won a first place or certificate of exceptional merit in the poster category, and W. J. (Dub) Ballow, who placed second with a certificate of merit for best editorial cartoon illustration. (Ballow has been doing the Miss Thrifty cartoons for Convairiety.)

Convair received a third award—a second place—for an illustrated handbook drawn by a former employee.

This year's contest marks the third year that Convair has participated. Awards from previous years can be seen on the wall near the desk of Johnie Herbert, publication supervisor illustrations.

Memorial B-36 Ready Soon

Today marks another milestone in Fort Worth history as the newly enshrined B-36 at Amon Carter Field was scheduled to roll to its monumental site in front of the terminal building.

Volunteer work parties have shined up the plane every Saturday since the dedication ceremonies Feb. 12. Hundreds of ex-B-36 veterans from the plant have volunteered their time and effort to put the giant bomber back into "tip top shape" for public display.

B. R. Main, general foreman traffic, says that the public will probably begin touring the aircraft by Saturday, March 21.

Coordinating the volunteer work parties on Saturdays at the airport has been Sam Keith, chief of traffic.

The enthusiastic work turnouts have been credited partly to "nostalgia"—since most of these people had a hand in assembling the 383 bombers Convair turned over to the Air Force.

IRE Section Holds Meeting in Plant

Convair Fort Worth played host to a recent joint meeting of the Dallas-Fort Worth sections of the Institute of Radio Engineers.

Dinner was served in the Convair cafeteria, and J. R. Gardner, senior nuclear engineer, gave a paper on "Nuclear Reactor Instrumentation."



ARTFUL—Left to right, Janice Boatman helps Royce Benson Jr. and W. J. (Dub) Ballow tack up more awards for art work submitted in recent contest sponsored by the Fort Worth Advertising Club. All three are in Convair FW engineering illustrations.

Alaska Travelers Glad To Be Home in Texas

Convair Fort Worth and Air Force people who were assigned to "Operation: Raw Deal" at Eielson Air Force Base in Alaska arrived back in Texas this month with a few stragglers flying in last week.

The supersonic B-58 Hustler, which has been undergoing a series of cold weather tests, arrived back in Fort Worth Feb. 5 ahead of the main body of Convair and Air Force personnel.

Primary purpose for the operation was to test B-58 sub-systems under various climatic conditions.

"Operation: Raw Deal" turned out to be not as raw as test engineers would have preferred. Though it was dead winter in Alaska, there were only four days when the mercury dipped as low as test crews needed, namely under 20 degrees below zero.

Piloting the Hustler through the cold weather tests was Maj. K. K. Lewis of Carswell AFB's B-58 Test Force. Major Lewis, who was also project officer, was assisted by Maj. Jim Zwayer in the navigator's seat and Capt. Perry Amidon riding in the defense operator's compartment.

Harry A. Dunlavy of customer service represented Convair throughout the Alaskan testing. He also headed the B-58 cold weather tests earlier at Eglin AFB in Florida.

Last month G. S. Green, assistant manager of customer service, Col. David M. Jones, B-58 Test Force commander, and Ben Fay, assistant manager of spares, spent a few days at Eielson during a routine check-up.

Green said that the cold weather tests provided good information for future B-58 operations. He said that he found the people enthusiastic, well-cared for but

"sorta homesick."

Most of the Convair and Air Force people assigned to the project left Fort Worth the latter part of November last year.

They managed to communicate with their families throughout and after the Yuletide season by radio, thanks to Max Schelper, CRA radio commissioner, and several other Fort Worth "hams."

50 Sons Seek Scholarships

Over 50 applications for the two 1959 Convair Fort Worth sons scholarships are expected to be in the mill by the approaching March 31 deadline.

Early last week 26 youngsters had applied, according to B. R. Hooper, industrial relations analyst assigned to the project.

Applications can be picked up until March 30 but must be turned in by March 31. Blank applications can be obtained from J. B. Ellis, industrial relations administrator-engineering, on the second floor, north end of the administration building.

Prospective applicants must have parents who have at least five years service with Convair. They must be high school seniors or not have been out of school more than two years. Scholastically, they must rank in the upper halves of their classes.

Final decisions will be made by the Convair Fort Worth scholarship committee composed of Frank W. Davis, division manager, R. H. Widmer, chief engineer, and F. E. Chambers, manager of industrial relations and security.



CLOSE CALL—J. F. Mulonax, center, of Dept. 56 becomes official member of Turtle Club as E. L. Falkner, right, general foreman, crowns him with proper helmet. Supt. J. E. Topliff of Dept. 7 at left. Mulonax is third person at Convair FW to receive membership.



GOOD DEAL—Left to right, Capt. Perry Amidon, Maj. Jim Zwayer and Maj. K. K. Lewis agree that it's "good deal" to be back in Fort Worth after "Operation Raw Deal."



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other Wednesday.



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Convairiety

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Wednesday, April 1, 1959

Astronautics

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PLENTY OF LIGHT—Among Convair plants, Astronautics holds some kind of record in that Kearny Mesa buildings total almost 10,000 windows! Window washing is year-round task. Some buildings are visited monthly, some every two months, and big office buildings get treatment three times a year.

Dynamics' Backlog Set at \$2 Billion

General Dynamics Corporation closed 1958 with a business backlog of more than \$2 billion, President Frank Pace Jr. told shareholders in the annual report issued last week.

Calling 1958 a period of outstanding achievement for the company, Pace reported that sales were \$1,511,456,261, second only to the record year of 1957 when the figure was \$1,562,538,900.

With an estimated \$2,095,000,000 backlog at the end of 1958, Pace said that an estimated additional \$645,000,000 in contracts was in negotiation as of Dec. 31, 1958.

Earnings per share based on 9,909,822 common shares outstanding were equivalent to \$3.71. This compares to \$4.80 per common share based on 9,224,419 common shares outstanding at the end of 1957. The increase in common shares outstanding for the year 1958 was primarily the result of conversion of the corporation's 3½ per cent convertible debentures into common stock.

Pace told shareholders that expansion and speed-up of corporate research and development programs have entailed large financial outlays. He pointed out that research and development costs for the 880/600 jet airliner program amounted to \$24,012,620 in 1958. It is expected that they will exceed this figure in 1959.

"As is true in every new venture," Pace said, "serious problems and financial risks face us at the beginning, but the long-term potential is so great that the directors and I look forward with confidence . . ."

He listed as examples of the corporation's "unique capability": orbiting the Atlas earth satellite; Atlas full-range flights; voyages of USS Nautilus and USS Skate under North Pole; 60-day submergence of USS Seawolf; successful builder's trials of world's fastest submarine, the Skipjack; invention, design and production of nuclear research reactor "Triga"; performance of B-58 Mach 2 bomber; roll-out and early test flights of 880.

Master Move Group Recalled For New Task

Convair Astronautics late last month reactivated its master move group in setting the stage for planning and execution of major facilities expansion within the division.

J. R. Dempsey, Astro manager, announced the reactivation and appointed Charles Marvin, executive assistant to Astro's operations manager, to serve as chairman.

The master move group is not new at Astronautics. The first organization of this type was formed in February, 1957, and disbanded in September, 1958. In the interim it formulated and executed all policies and plans involved in transferring Astro operations from facilities within the San Diego Division to the new Astronautics plant.

Marvin also served as chairman of this group. Of the 20 men named by various departments and functions to serve on the present group, eight were also members of the first master move group.

As with the initial group, those involved in the present organization are establishing directives, coordinating assignments involved in all phases and setting into motion actual work programs.

Marvin explained:

"Our present facilities are filled. We must now move personnel off-site to allow us room for shifting personnel about as areas are being altered. We foresee a continuing series of interim moves throughout this year."

To make possible such moves, Astro is planning to utilize space within the Westgate warehouse, now controlled by Astro, and to take over the Aztec warehouse, a structure of similar design in the same general area. Both facilities are currently undergoing rehabilitation for this purpose. This, alone, is a major task, involving installation of telephones, office facilities, rest rooms, etc.

Within the next months groups and functions within Astronautics will begin to move about. Slated for early attention are elements of purchasing, engineering and possibly some controller personnel.

Meanwhile, work continues on three "space" projects at the Astro plant. A two-story office building, an extension of the factory mezzanine, and a new tooling building are in the "works."

The following are serving on the master move group: W. B. Barth, J. S. Berggren, W. E. Bowman, R. A. Calen, J. R. Couchois, J. J. Curley, F. Fretheim, C. A. Hill, J. R. King, R. W. Kleinhans, S. A. Levinson, R. A. McClernan, W. S. Mears, H. L. Montgomery, M. M. Mrvichin, M. O. Ramsey, R. L. Richards, J. C. Ruzich, H. F. Spuehler, and W. A. Wade.

For the most part, planning to date has fallen to the CRA Employees' Council. Work assignments have been passed out through CRA's development committee headed by Ezra Johnson of Dept. 771.

More than 8,000 hours have been devoted to working on the area by Astro employees. Some 119 employees have completed 20 hours each, entitling them to special "Effie" awards from CRA. The efforts of these employees have saved CRA many thousands of dollars in labor costs. This money, in turn, has been diverted back into the area, greatly shortening the time when it can be used by Astro people of all ages as a recreation center.

Here, in brief form, is a current status report on the area: (Continued on Page 2)

Convair Divisions Lead All Aircraft Plants For Safety

Convair's four major divisions placed first, second, third and fourth in the 1958 National Safety Contest for aircraft manufacturers conducted by the National Safety Council.

For the second time in three years Convair Pomona

won first place in the contest. Convair San Diego, which was first last year, placed second; Astronautics Division, which was second last year, placed third; and Convair Fort Worth was fourth, after placing seventh last year.

The contest is judged on the basis of the accident frequency rate of each participating company. This rate indicates the number of accidents occurring per million manhours worked. Pomona's rate was .31, SD's was .45, Astro's was .60 and FW's was .69.

"Convair is a veteran of many firsts. Your unprecedented accomplishment in winning all four of the National Safety Council's top positions for 1958 is in keeping with this outstanding tradition. These reflect personal contributions of every man and woman associated with Convair and represent a fitting tribute to Convair's high standards of performance. Congratulations on another splendid achievement," Frank Pace Jr., president of General Dynamics Corporation, commented.

Astronautics was exceptionally proud of its 1958 safety performance, achieved under a whole series of unusual circumstances, J. W. Garrison, Astro's chief safety engineer, commented.

First, Astronautics moved its entire operation from one point to another. Employees left familiar surroundings for sites unlike any they had even seen before.

Second, construction posed a severe handicap. During much of the year Astro personnel worked alongside building tradesmen. The latter dug potentially dangerous holes, erected high work platforms and brought in tools and equipment which cluttered the entire plant.

And Astro welcomed several thousand new employees, many of whom had never seen the inside of a missile plant.

These problems, plus a wealth of others, resulted in Astro waging a never-ending safety instruction program throughout the year. From the time a new employee entered the plant until after he had become a "regular" he continually heard about safety, in indoctrination courses, in specialized training classes and from supervision.

Astronautics also reports one of the highest ratios of safety committeemen to employees found within Convair.



FEATURED—August C. Esenwein will be featured speaker at April 15 meeting of Convair Astronautics Management Club slated for Lafayette Hotel.

Esenwein Talk Slated April 15

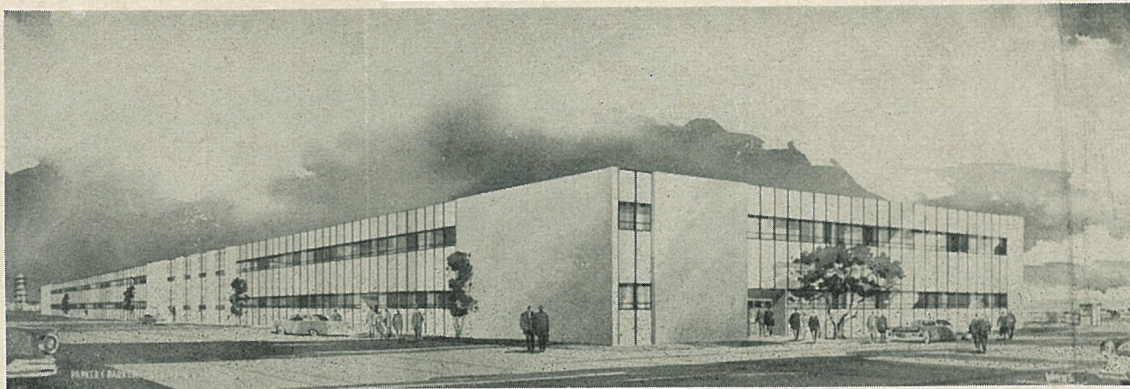
August C. Esenwein, Convair's new executive vice president, will make his first appearance as a speaker before a local group April 15 when he addresses the Convair Astronautics Management Club.

Under sponsorship of the controller's department, the meeting is set for the Terrace Room of the Lafayette Hotel.

Actually, the April 15 speaking engagement will be Esenwein's third visit with the Astro club. He was a guest at the July "charter night" meeting and spoke briefly as a representative of the Convair Fort Worth club. Esenwein also occupied a head table spot at the club's "meet the brass" meeting early this year.

Esenwein has been with Convair since August, 1950, when he spent a brief period in San Diego before moving to Convair Fort Worth as assistant division manager. He became division manager in December, 1950, and a Convair vice president in 1953. He assumed his new post shortly after the first of this year.

The April meeting will also mark the Astro club's annual nomination of officers.



WORK UNDER WAY—Artist's conception gives idea of what new Astronautics office building will look like when completed. Part of foundation already has been built.



AFMTC RITUAL—Astronautics AFMTC Management Club reports a very active participation in all activities. Scene above was during March meeting drawing. Left to right are: W. S. Joyner, Australian manager of De Havilland, Ltd., a guest, J. P. Nicholas, J. O. Kirby, President R. G. Goldinger.

High Percentage of Eligibles Join AFMTC Management Club

Over 210 of the 256 men eligible for membership in the new Convair Astronautics AFMTC Management Club are now active members, reports R. G. Goldinger, president.

Formation of the club began last November with the appointment of a pro-tem slate of officers. It was climaxed in January when a new slate of officers was installed at a charter meeting.

Elected with Goldinger (chief of inspection) were: C. A. Johnston, first vice president; T. J. O'Malley, second vice president; C. D. Gay, secretary; W. D. Mead, treasurer, and B. A. Kul-

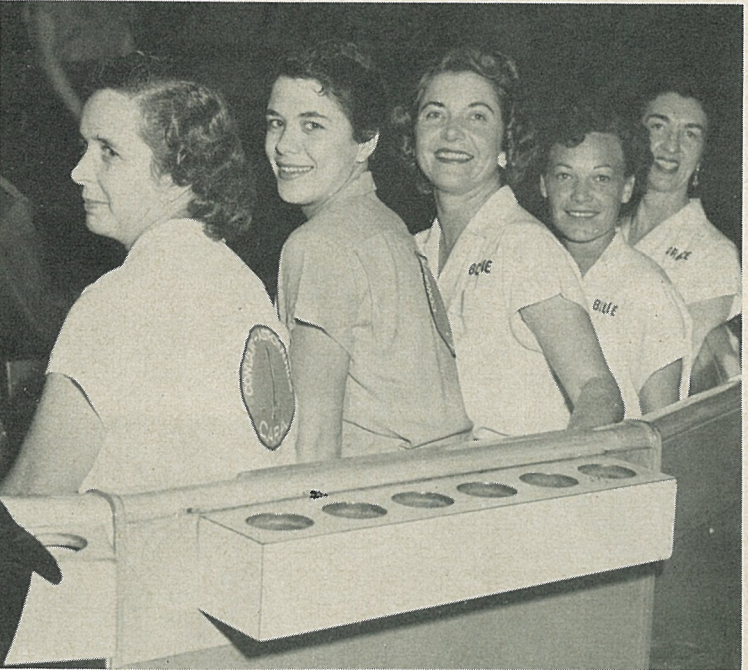
chin, chairman of the board of control. The latter includes one-year directors, J. P. Longo, A. C. Jones, C. R. Jackman, E. A. Baldini, W. D. Taylor and P. L. Dudley; two-year directors, J. W. Swigart, B. C. Danner and W. S. Hicks; and three-year directors, W. R. Jackson and J. H. Fox.

The February meeting at the Rockledge Country Club featured M. Gough, National Aeronautical and Space Administration director at AFMTC. The March affair saw C. E. Nelson, National Management Association director, and B. G. MacNabb, Astro operations manager at AFMTC, share panel chores with club officers.

AFMTC Folk Help In TV Talkathon

Convair Astronautics employees assigned to the Astro operations at AFMTC who reside in the Orlando, Fla., area took part in a special cerebral palsy "TV Talkathon" on the March 21-22 weekend.

Heading the group were J. L. Brown, Lou Evans and Gordon Ne Ville, members of the board of the Astro Con-Trib-Club. They and other Astro employees from that area presented a \$500 check to the drive as part of the 48-hour observance.



FLORIDA BELLES—Typical of many CRA activities pursued by Astro personnel at AFMTC is bowling, a sport that currently numbers 225 participants. Attractive keggers above have been bowling in leagues for past three years at Cocoa Beach. They are Eleanor Goldinger, Maria Metcalf, Bobbie Waddell, Billie Clopton and Grace Young.

Shotwell Now On VAFB Duty

Robert C. Shotwell, a test conductor for Convair Astronautics since joining the company in January, 1957, is now on duty at Vandenberg AFB following his transfer last month from Cape Canaveral.

He was honored March 5 at a farewell party attended by some 25 associates at AFMTC, largely from test operations.

Shotwell, born in Battle Creek, Mich., attended high school in Detroit and was graduated from the University of Michigan with a B. S. degree in electrical engineering in 1935. He has worked for Barkley-Grow Aircraft, Stinson Aircraft and Stout Research Division of Convair at Dearborn, Mich. (since dissolved) as project engineer on the Bumblebee missile.

Later he was with Douglas Aircraft as a project engineer in instrumentation and in 1950 was in charge of flight testing for Goodyear Aircraft at Phoenix, Ariz.

Gun Club Events Set by SD, Astro

Next shoot staged jointly by the Convair SD and Astronautics Gun Clubs at Gillespie Field will start at 9 a.m. on April 5.

On April 14 the clubs will hold a joint meeting starting at 7:30 p.m., also at Gillespie. C. W. "Red" Pharis, Convair skeet champion, will demonstrate his specialty in addition to a movie and report on hunting. Any Convair folk interested are invited to attend.



GONE NOW—Robert Shotwell, veteran test conductor for Astro's operation at Air Force Missile Test Center in Florida, has departed for new assignment at Vandenberg AFB. Prior to departure members of test operations group surprised him with "going away" party and gifts. That's B. G. MacNabb, base manager, seated to Shotwell's right.

SCIENCE STUDENTS TO INSPECT ASTRO

Forty top high school science students, finalists in the fifth annual San Diego Greater Science Fair, are scheduled to tour Convair Astronautics April 6.

Each of the visitors had entered a science exhibit or project in the Fair which features final judging Friday (April 3) night. At Astro the students will view engineering test laboratories and computer operations.

J. R. Dempsey, Astro manager, is chairman of the board for the Fair.

Other industrial firms in the San Diego area, including Convair San Diego, are playing host to the touring students during the day April 6.

NEW BEAUTY, CHARM COURSE ARRANGED

A follow-on to the highly successful Astronautics CRA Beauty and Charm Course has been arranged through Astro's women's activities, according to Jean Bryan, commissioner.

Courses at the John Robert Powers Studio will begin on June 2, 3 and 4. All are offered at night over a 15-week period. Complete cost of the course, with CRA subsidy, is only \$55, with \$15 payable upon enrollment.

Elaine Jorgenson, ext. 1111, will accept applications. While the course is open to all Astro wives and daughters, husbands may register for female family members by paying the enrollment fees.

Con-Trib at Astro Okays Six Grants

Six grants of funds have been made to local charities in the name of all Astronautics employees through action of the Astronautics Employees' Con-Trib-Club Committee.

They include: \$5,000 to the American Cancer Society, San Diego County; \$4,500 to the San Diego County Heart Association; \$2,500 to Muscular Dystrophy; \$2,000 to the Easter Seal Campaign; \$2,000 to the City Rescue Mission; and \$650 to Goodwill Industries.

Radio Club to Elect Two Officer Slates

Astro Radio Club members will name a duplicate slate of officers at two meetings set for tomorrow (April 2).

First shift members will gather at 7:30 p.m. at the Astro cafeteria to nominate and elect officers. Second shift employees meet following their work at 1:15 a.m. in the mockup room, Bldg. 5, Column K-1. This group will also elect officers.

GOLF SWEEPS SET FOR APRIL 11-12

Regular Astronautics golf sweepstakes will be held April 11-12 at Balboa Park, Art King, golf commissioner, reports. Entries may be made by calling Juanita, ext. 1158, until April 9.

New Committee Will Aid CRA

(Continued from Page 1)
a Little League ball park ready for use; a softball park under construction; a horse ring ready for limited use; a clubhouse progressing nicely; trees, planted last year, growing but need care; grass is up but requires grooming; seven family-size barbecue pits completed, seven others in works; one large barbecue pit in works; horseshoe and shuffleboard courts under construction; archery range in use; and two large group picnic shelters in works.

Members of the new coordinating committee are all "old-timers" in the area.

For instance, P. R. Lewellyn (Dept. 756) has been directing renovation of the clubhouse buildings with ample assists from M. L. Bjorstrom (771) and Lee Ely (758). George DeMateo (532) is assuming direction of all work on children's play areas; H. S. McDuffee leads a Sycamore Canyon field force on the softball park; Don Creyton (400) and Bill Barth (772) are ringleaders in the picnic shelter project.

CRA commissioners like Al Stone (195) assist in such projects as the archery range, while F. W. Augustine (535) directs horse ring activities.

Individual areas are looked after by men like Joe Mernik (130); Dick Campbell (532); E. J. Bourgeois (280), various manufacturing control supervisors; C. R. Martin (771); Jack Kline (fabrication departments); Carl Gilbert (325); and Scottie Sheples (756).

These, plus others equally important to the effort, serve on the new committee.

Work parties take to the area every Saturday and Sunday. Employees and members of their families desiring to lend a hand are welcome. Employees working in the same departments with men mentioned above may contact them for assignments. Other groups or functions and even individuals may call CRA, ext. 1111, for specific jobs.

Astro Distributes Con-Trib-Club Cards

Over 11,100 membership cards, window stickers and pins have been distributed to Astronautics Con-Trib-Club members in recent weeks.

Any employee who is a member of Con-Trib-Club and has not received these items may contact Joe Frivaldsky of employee services, ext. 1111.

Pomona Net Team To Invade April 4

Astro tennis players play host to Pomona netters Saturday (April 4) in the first of a home and home series. The event will extend throughout the day at Morley Field.

Deadline for entering the Astro men and women's singles tournament April 11 and 12 is April 8. Contact Commissioner Larry Chambers, ext. 1841, Plant 1.

★ **Convairiety** ★

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Astronautics Editorial Offices, Bldg. 2, new plant, ext. 1154. Staff: Bryan Weickersheimer, news editor.

FW Editorial Offices, Col. 69C, ext. 2961. Mailing address: Convairiety, Convair, Fort Worth, Texas. Telephone PERshing 8-7311. Staff: Bob Vollmer, news editor; H. A. "Pat" Baker Jr., Mary Beck.

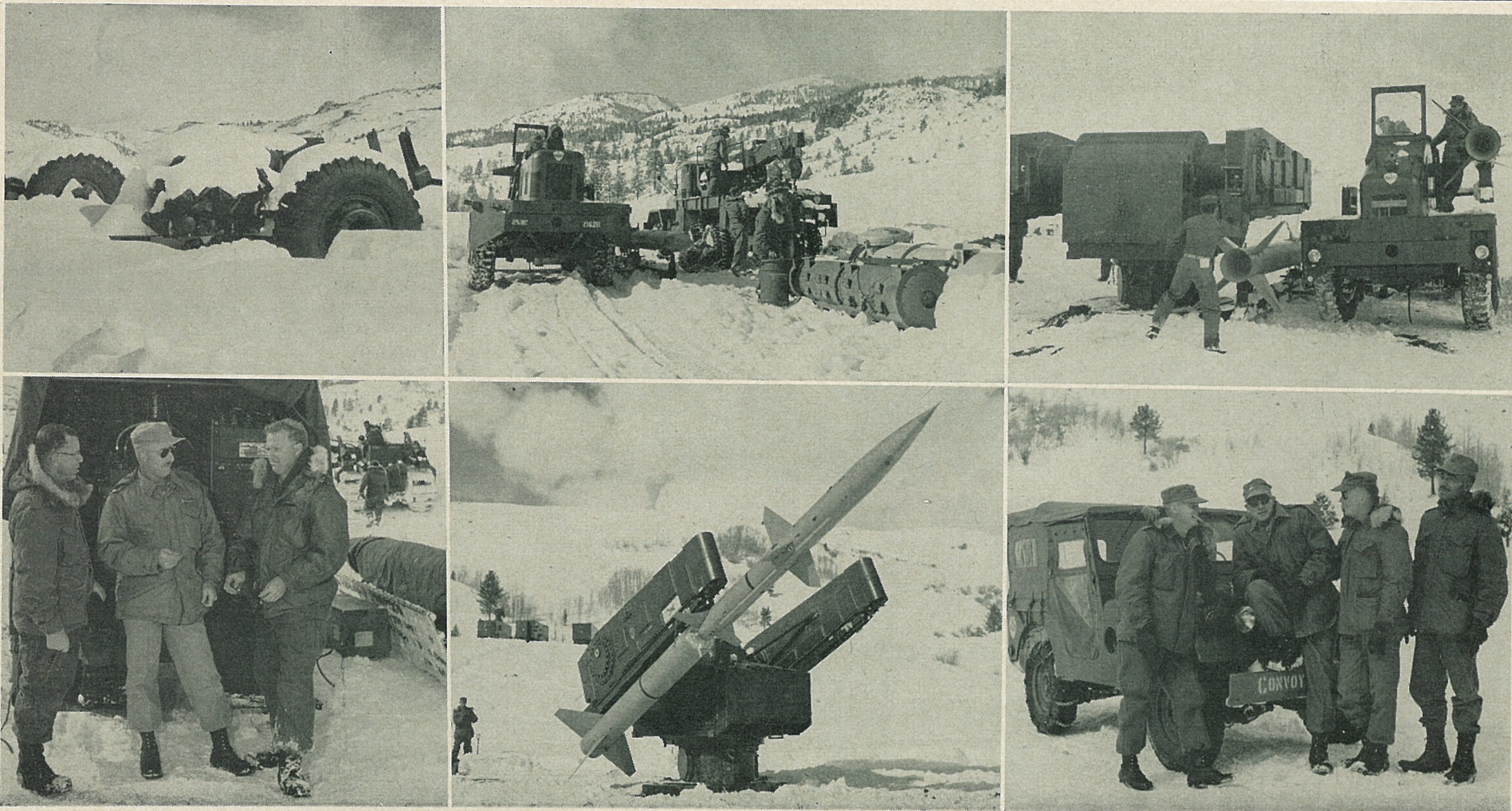
Pomona Editorial Offices, Room K-222, Bldg. 2, ext. 6226, mail zone 3-8. Staff: James Combs Jr., news editor; Dorothy Keller.

Antelope Valley Editorial Offices, Room 31, Bldg. 301B, Palmdale, ext. 337. Staff: Betty Lou Nash.

Rockhound Members Planning Trip Series

Astronautics Rockhound Club members will gather at 8 p.m. tomorrow (April 2) in the Astro cafeteria to begin planning a series of spring and summer events, including many weekend field trips.

The coming of better weather will enable campouts and extended treks over long weekends. Last field trip was a one-day affair to an area near Jacumba.



RUGGED TERRIER—Marines found plenty of cold, plenty of snow for weather-testing Terrier missiles in High Sierras recently. Center above is missile assembly area. Crane is used to handle ton-and-a-half Terrier. Storage containers are in snow at right. In upper right photo, twin missile carrier delivers missile to loading

position on launcher. Lower left: Convair Pomona representatives A. M. Grandfield and H. C. Stowers discuss tests with Maj. G. S. Mansfield, USMC, at rear of mobile test station, built at Convair Pomona. Lower right, Capt. J. K. Smola, Capt. R. M. Burke, 1st Lt. P. C. Flattery, Warrant Officer R. W. Green, all USMC.

World Congress of Flight Will See Atlas, B-58 and 880

Convair products will play a major role at the first World Congress of Flight in Las Vegas, Nev., April 12-19.

Convair's 880 jet transport and the Atlas ICBM are expected to make public appearances at the congress which is sponsored by the Air Force Association in cooperation with leading U. S. trade

associations.

Besides the 880 and Atlas, Convair FW's B-58 bomber, the F-102 jet fighter interceptor built at Convair SD, and Convair Pomona's guided missile Terrier will be on display.

Flight demonstrations of the B-58 and F-102 will be held in addition to static exhibits.

Arranged to spread world knowledge of aircraft, missiles, and space craft, over 100 companies throughout the world have indicated their participation. Delegates from 35 countries will join in jet and space-age symposiums.

Murray Named To Omaha Post

Lester K. Murray, manager of Convair's Colorado Springs office for the past four years, has been assigned additional duties as acting manager of the Omaha office,

T. G. Lanphier Jr., Convair vice president, announced.

Murray succeeds Gordon Graff who died March 7.

At the same time, Lanphier announced that Astronautics and Convair Fort Worth each

has appointed representatives to the Omaha office in liaison capacities. Astro's representative is W. J. Bettens, assistant design group engineer, and FW's is A. S. Witchell Jr., former chief pilot on the B-58 test program and most recently in customer service.

Murray has been with Convair since 1945, first in aircraft and guided missile flight test engineering and later as assistant to the vice president-long range planning. He was a World War II flyer and won the Distinguished Flying Cross.

SD CLUB CARNIVAL SET FOR APRIL 15

Balboa Park Club will be the setting for the Convair SD Management Club's annual "Carnival night" and nomination of officers April 15.

Tickets for the affair, sponsored by fabrication departments, Plants 1 and 2, are now on sale through department representatives.

Nomination of officers, which usually adds a carnival atmosphere all its own, starts at 8 p.m.

A buffet-style dinner will follow the social hour which begins at 5:30 p.m.

Florida Kids Helping To Change Language With New Definition

The younger generation is definitely of the missile age—in Florida, anyhow.

A book salesman was appearing before elementary school children on Merritt Island, residential suburb near AFMTC. Part of the sales pitch was to have them define dictionary and encyclopedia.

"And, do you all know what an atlas is?" the salesman asked.

"Sure," came the reply. "Convair makes 'em and fires 'em at Cape Canaveral!"

Plant 2 is 'Bright as Broadway' Under New Fluorescent Lights

Outside lighting at Convair SD Plant 2 has been completely modernized with installation of fluorescent lights on all major buildings to replace the old-type incandescent lamps.

Work on the new lighting was completed under a \$39,142 contract with the SD branch of Fischbach and Moore, general electrical contractors, Harry A. Smith, SD chief plant engineer announced.

Design of the layout to provide approximately 400 per cent better lighting for Plant 2 at no increase in power consumption was

done by plant engineering department under supervision of W. E. Brautigam, electrical and utilities supervisor.

The new fluorescent lighting makes it possible for work to be done in the outside area at night without supplementary lights, explained Brautigam. The new lamps provide better light distribution with less glare. Life for each of the new lamps is estimated at 7,500 hours compared to the 1,000-hour lifetime of an incandescent lamp.

The 178 new fixtures and lamps light a total area of 860,000 sq. ft.

BRIGHT LIGHTS—Convair SD Plant 2 lighting on buildings has been completely modernized with installation of fluorescent lamps to replace incandescent type. Work can be carried on at night in outside areas without supplementary lighting. New lighting system cuts glare and shadows, with 400 per cent better lighting at no increase in power consumption. Two of new-type lamps were installed at Plant 1 on trial basis.

Snow and Sub-Zero Cold Fail to Daunt Terriers During Mountain Tests

BY JAMES COMBS JR.

(News Editor, Convair Pomona)

The first cold weather tests ever conducted in the field by the U. S. Marine Corps on Convair Pomona's Terrier surface-to-air missile and its associated equipment were completed recently.

The tests were conducted during the first two weeks of February at the Marine Corps Cold Weather Training Center at Pickel Meadow, in the High Sierras near Bridgeport, Calif. Tests were conducted by "C" Battery, First Medium Anti-Aircraft Missile Battalion, augmented by necessary service troops, under the command of Capt. J. K. Smola, USMC.

Although exhaustive cold weather tests have been conducted on Terrier and other associated equipment in laboratories, at temperatures down to 60 degrees below zero, this was the first time that the missile had been subjected to extremely cold weather in the field.

It was also the first time that the entire Marine Corps Terrier missile system—the missile, launchers, radar, test equipment, etc.—had been subjected to cold weather tests as a complete system.

Among the equipment included in the tests were Convair Pomona-built AN/MSM 13 mobile missile test unit (Convairiety Nov. 27, 1957 and July 9, 1958). This is a truck-mounted mobile test station for units of battery size.

Except for minor discrepancies, which were corrected on the spot, Terrier and all of the associated equipment functioned properly throughout the tests.

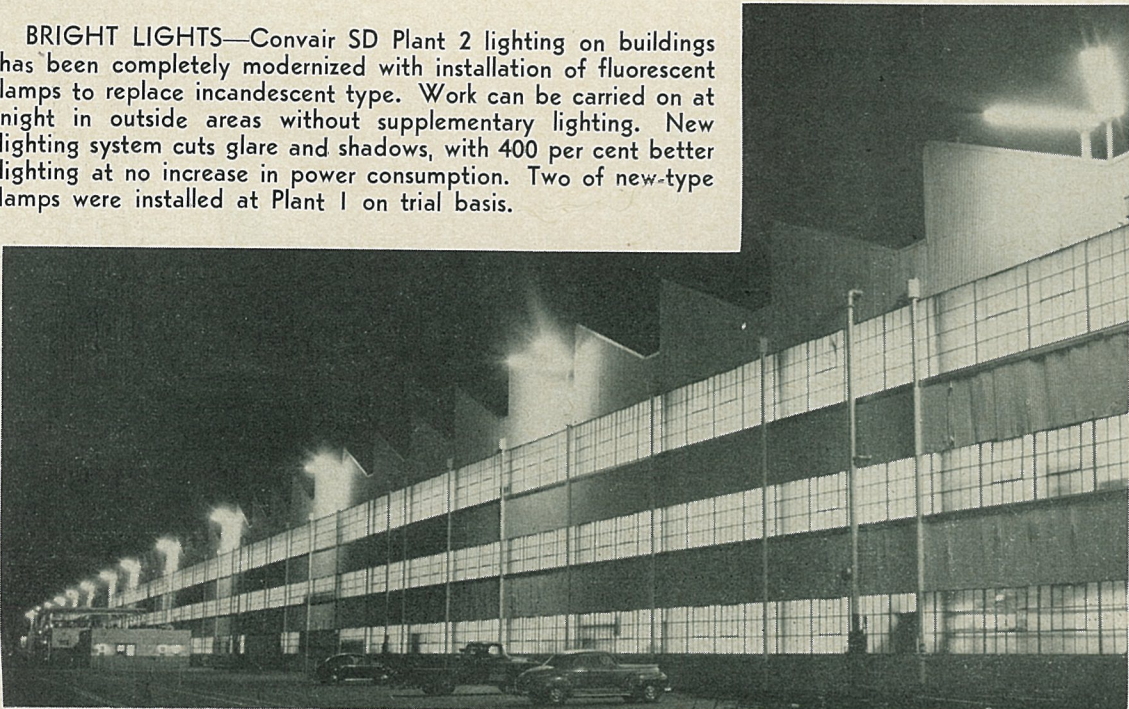
(The Terrier system had already been proven suitable for desert climates through years of tests and routine operations at the U. S. Naval Ordnance Test Station at China Lake, and the Marine Corps Base at Twentynine Palms, both located on California's Mojave Desert. Terrier has also been subjected to all types of climatic conditions encountered at sea during tests conducted aboard the USS Norton Sound and USS Mississippi and operations aboard the USS Boston (CAG-1), USS Canberra (CAG-2), and the USS Gyatt (DDG-1).

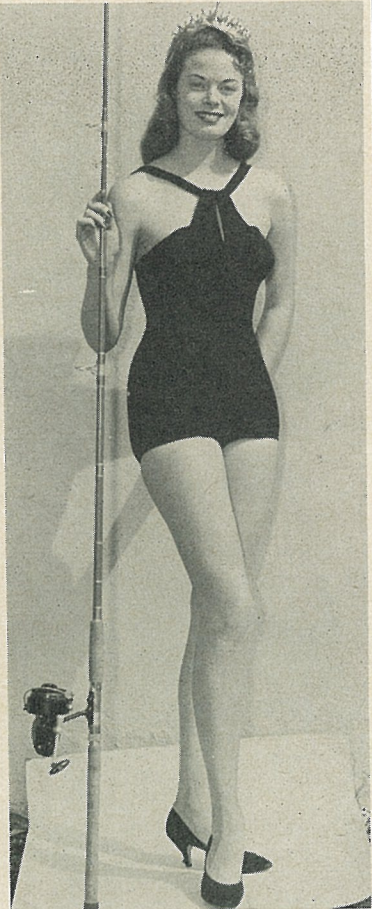
Convair Pomona's A.M. "Al" Grandfield of engineering field services and H. C. "Herb" Stowers of engineering electronic test equipment group were present during most of the test period at Bridgeport. However, the tests were conducted entirely by U. S. Marine Corps personnel.

During the first week of the tests the weather remained relatively mild. Grandfield, who was in daily contact with R. W. Wollenweber, supervisor of field services at Convair Pomona, reported that the temperature was almost as high as that in the Pomona area during the day, although it dropped considerably lower at night.

On Monday of the second week, however, snow started falling and the temperature started dropping. By Wednesday, when a Convairiety staff member arrived in Bridgeport, at least two feet of snow had blanketed the area, and that night the temperature fell to about 15 degrees below zero. The following day the thermometer reached a high of approximately 15 degrees above zero.

All personnel participating in the tests (including Convair Pomona's representatives) were issued Marine Corps arctic clothing, which gave adequate protection against the extreme cold.





CONVAIR QUEEN — Beautiful Susan Beatty, 20, secretary in Dept. 15 at Convair SD, was proclaimed "Queen of the 1959 Yellowtail Fishing Derby" in San Diego which is under sponsorship of the local Junior Chamber of Commerce.

Convair Joins Pilot Society

Convair, a division of General Dynamics Corporation, recently became a corporate member of the Society of Experimental Test Pilots.

The society was founded in September of 1955 to unite the efforts of experimental test pilots toward promoting aeronautical design, flying safety, and the art of test flying through interchange of information, without affecting the competitive structure of the industry.

Convair engineering test pilots have from the beginning played an important role in the organization. R. L. Johnson (Edwards), former vice president of SETP, and D. P. Germeraad (San Diego) were elevated to the grade of associate fellow in 1958, and John Fitzpatrick (Holloman), former program chairman, was elevated to that grade last month.

C. E. "Chuck" Meyers (Edwards) served as secretary last year and was elected vice president this year. W. H. Harse and J. K. Stuart (both Edwards) and J. M. Elliot (San Diego) have been members since 1956. Harse is currently serving as chairman of the escape and equipment committee.

Present activities of SETP are centered about the air collision problem and the contribution of the professional test pilot to the space age.

Tracy Brooks In New Post

Tracy Brooks has been appointed to the new post of college relations administrator for Convair, R. H. Biron, vice president-administration, announced.

Brooks, formerly executive development administrator for Convair SD, will coordinate the recruiting activities of all divisions of Convair.

A native of Chicago, Ill., Brooks came to Convair SD in February of 1945 as a job analyst in industrial relations. In 1946 he transferred to engineering as personnel engineer and was appointed engineering personnel administrator in 1948. A year ago he was named administrator of executive development.

Brooks holds a B.S. degree in business administration from the University of Michigan. Before joining Convair he had been a management consultant for Booz, Allen and Hamilton in Chicago, and previous to that personnel manager at U. S. Cartridge Co. of St. Louis, Mo., and Carnegie-Illinois Steel Co., Chicago.

CONVAIR DAUGHTER TV STAR AT AGE 4

A veteran trooper at 4 years old, little Bobbie Lynn Cardenez, daughter of Clarita Cardenez of Convair-SD Dept. 603, is now appearing weekly on television.

Bobbie, who has been doing her special tap dance and acrobatic routines before the public since she was 2½, is being featured on the Vincent Marasco TV Showhouse over Channel 6 Friday evenings and Saturday mornings.

Television is nothing new to the little performer who has already danced on Panorama Pacific, Queen for a Day, and the Harold Keen show.

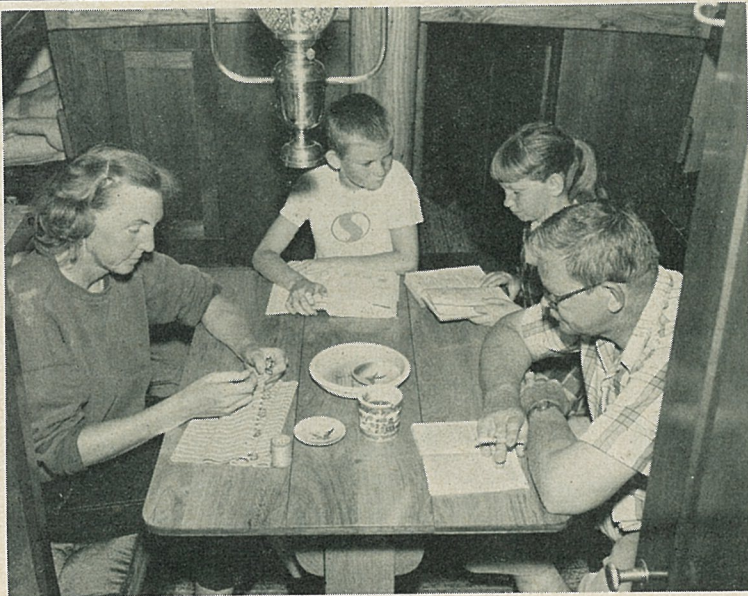
A specialty is the cane dance, which is rarely attempted by children under 10. According to her mother, Bobbie would rather practice her steps than play. "In fact, to Bobbie, her dancing IS play!"



TROUPER—Little Bobbie Lynn Cardenez receives plaudits from her mother, Clarita Cardenez of SD Plant 2 (Dept. 603), and Byrd Holland, director of TV program on which Bobbie appears weekly.



BE-WITCHING—Fran and Vic Westfall (SD Dept. 129) proudly display new "home," 35-ft. Danish-built cutter, "Red Witch."



COZY—The Westfalls (left to right)—Fran, Clyde, Vicki, and Vic—gather in main cabin of "Red Witch" for cozy evening of homework, reading, sewing.

Trick of 'Toe-Sliding' Trombone Takes Astro Man on Europe Tours

Brassy renditions of the "Twelfth Street Rag" on a slide trombone are fairly commonplace in jazz circles, but a Convair Astronautics man plays it with one foot!

That's right, he pumps the slide with one end firmly clinched between his first two toes.

Clyde Helmer, a member of Astro's communication department, has been utilizing this trick for almost a decade. It has earned him two world tours, a nationwide television appearance, plus the opportunity of performing before some 50,000 persons around the globe.

Helmer learned to toot his trombone at a Biwabek, Minn. high school. To break the monotony of rehearsals he used to slip off one shoe—and use his foot to work the slide. That started it.

Moving to California, Helmer enrolled at UCLA and forgot his old trick. He did gain fame as a trombonist with Red Nichols and Pete Daly and took his own group, the Rampart Street Six, to a Dixieland Jubilee in Los Angeles, considered the "world's series of jazz."

Armed with a music degree, Helmer found his career interrupted by a tour of service duty. He reported to Fort Ord and promptly landed a place in the base band.

"Musicians were plentiful and I knew sooner or later I would have to take up 'KP' duty, a disheartening chore to me," Helmer said. "So I revived my old trick and started to appear as a soloist and novelty act at base shows."

His fame spread and Helmer jumped from one service show to another. He transferred to Fort Lee, Va., and promptly won an Army talent show. He later appeared with Arlene Francis on her nationwide "Talent Patrol" TV program.

Next came an invitation to tour Far East Army bases and he tooted and pumped across Alaska,

No Yard to Mow

Westfall Family Settles Down In Danish-Built Home Afloat

The family of Vic B. Westfall (Convair SD-Dept. 129-0) is settled in its new home.

In this case, the Westfall home is—as it has been for over five years—aboard a boat tied up at the Silver Gate Yacht Club on Shelter Island at San Diego.

But, as of a couple of weeks ago, Mom, Pop, Vicki, 11, Clyde, 9, and Chela, the family cat, moved into the three cabins of their new 35-ft. Danish-built cutter, called the only boat of its type in existence.

Westfall climaxed several years' planning when he took delivery of the "Red Witch" at Newport Beach last month. The boat, designed by the Copenhagen marine architect, Knud Hansen, from 150-year-old plans of an

inter-island trading vessel, was built by a Danish boat-building family of three generations.

The sail boat had been in the building since August of 1957. "Unique features of the 'Red Witch,' as we have named her, attracted so much attention that she was kept in Denmark several months after she was finished so that people from all over Europe could see what she looked like," Westfall said.

The boat carries the original cutter rig with three head sails—a square sail, topsail, and gaff head main sail. It is the first boat, less than a 45-footer, to be built with a "great cabin aft" (cabin in the stern).

It sleeps six, two bunks in each of the three cabins. Each cabin has its own hatch and plenty of clearance—6-ft. head room. The boat is equipped with a Mercedes-Benz 37 hp engine for auxiliary power.

"It is strictly a cruising vessel," explained Westfall. "There is no electricity aboard. Kerosene is used entirely for all purposes—cooking, heating, and lighting."

Mrs. Westfall said that she enjoys the simplicity of keeping house in a boat. "It only takes half an hour to have everything spotless, and when the deck is hosed down, the yardwork is done, too!" Having two industrious brass polishers in the family makes the work easier yet as both Vicki and Clyde like to keep the knobs and fixtures shining.

Ordered through Scandia Imports of Newport Beach at a cost of \$24,500, the cutter arrived in Wilmington aboard the SS Lionsgate after a month's voyage from Copenhagen.

For the present the Westfalls will be sailing their "Red Witch" to nearby places on weekends, but eventually they hope to strike out on a world cruise.

Jet, Rocket Experts Attend Institute

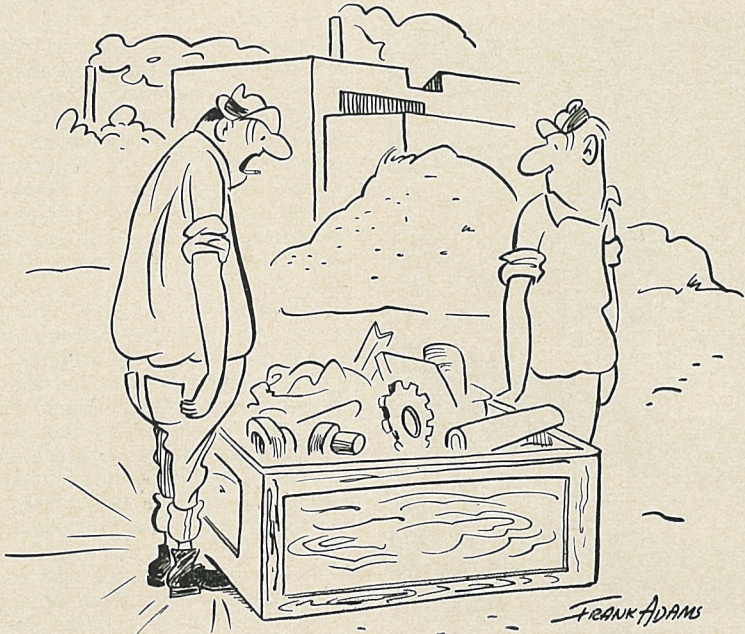
About 100 jet and rocket combustion experts attended the March 23-24 session of the Western States Section of the Combustion Institute co-sponsored at San Diego by SD State College and Convair scientific research department.

Main banquet speaker was Dr. Edward P. Ney, professor of physics of the U. of Minnesota, who talked on "Van Allen Radiation Belts—Artificial and Natural."

Among subjects covered by the 15 technical papers read during the two-day meeting were problems of detonations in solid propellants and experimental research in high-energy fuels.



TOE TALENTED—Clyde Helmer of Astro demonstrates technique that won him two world tours, nationwide TV appearance and many fans while an Army enlisted man. Six-foot, 230-pound Helmer still performs feat before local audiences. His favorite is "Twelfth Street Rag."



"Let's just stand here and rest a minute . . . my feet are KILLIN' me . . ."

Stromberg-Carlson Stresses SCATE Sale

ROCHESTER—A new sales force with exclusive responsibility for the sale of SCATE—Self-Checking Automatic Test Equipment—in Stromberg-Carlson's Electronics Division has been announced.

SCATE is a pre-programmed, automatic computer-type test system which can reduce the time required to check modern weapon systems from hours to minutes.

SCATE can be adapted to test any missile, aircraft, or ground electronic system.

NEWS FROM OTHER DYNAMICS DIVISIONS

General Dynamics Corporation, created in April, 1952, as successor to Electric Boat Company, is composed of six divisions and a Canadian subsidiary, Canadair Ltd. of Montreal, airframe builders. The divisions are:

Convair, head offices at San Diego, Calif., aircraft, missiles and space systems.

Electric Boat of Groton, Conn., submarines.

Stromberg-Carlson, of Rochester, N.Y., telecommunications, electronic equipment.

Liquid Carbonic of Chicago, Ill., carbon dioxide producer, industrial and medical gases.

General Atomic of San Diego, Calif., nuclear research, development, production.

Electro Dynamic of Bayonne, N.J., electric motors, generators.

* * *

Canadair 540 Starts World Sales Tours

MONTREAL—First of three world sales tours of the Canadair-Convair 540 jet-prop transport began last month, when a 540 left Montreal for a 17,000-mile tour of the United States and Western Canada.

The 540, powered by two Napier jet-prop engines and developed from the Convair 240, 340, 440 series, will be demonstrated to airline operators, owners of executive aircraft and military authorities. A second 540 leaves late in April for a 25,000-mile tour of South America and a third is to leave in May for a tour of Europe.

The first 540 will visit 19 North American cities in the next two months and cover 12,600 miles in point-to-point flights. First stop is Utica, then on to New York, Washington, Atlanta, Houston, Dallas, Fort Worth, Las Vegas, St. Louis, Chicago, Detroit, Minneapolis, Winnipeg, Edmonton, Calgary, Vancouver, Seattle, San Francisco, and Los Angeles.

Electric Boat Gets Contract to Build Sub Missile Device

GROTON—Submarine sailors soon will operate nuclear subs and fire ballistic missiles from the ocean depths—without ever leaving port.

An electronic simulator, called the "submarine FBM (fleet ballistic missile) training facility," will make the land-based training of missile sub crewmen possible, according to an announcement made by the Navy.

Electric Boat has been selected to undertake the design and construction of the unique simulator's diving, steering and navigational systems under a \$1½ million contract with the U.S. Naval Training Device Center, Port Washington, N.Y. The missile fire-control system has been assigned to Curtiss Wright, with General Dynamics responsible for technical integration of the entire project.

Senior Citizen In Retirement

A partnership of over 35 years came to a close last month.

Leo Bourdon, well-known and well-loved figure at Convair San Diego, has retired, ending an active association of man and company, dating back to pre-Convair days in Greenwich, R. I., and Buffalo, N. Y.

In point of service, Bourdon was Convair's most senior citizen.

He came to San Diego with Consolidated in 1935 and served in various capacities as superintendent and foreman.

Looking back, Bourdon recalls his association with Convair as a happy one. "It gives me satisfaction to think that I grew up with Convair, with mutual benefit to both of us," he said.

Bourdon, now 72, has not made elaborate plans for his retirement, but has always been an avid hobbyist.



ORVILLE WRIGHT—Just after completing a flight in De Havilland 4 is Orville Wright, left, and Howard Rinehart, chief pilot of Dayton-Wright Airplane Co.

Gallaudet Co. Dissolved After Study by Fleet

(Consolidated Aircraft, from which Convair stemmed, was created in 1923 from the assets of Gallaudet Aircraft plus designs and engineering talent from Dayton-Wright Co. Following is another installment in a continuing history of Convair which relates the end of Gallaudet and describes some of the early history of Dayton-Wright.)

When Reuben H. Fleet took over direction of Gallaudet Aircraft Corp. as general manager in the fall of 1922 (at a time when the company had lost nearly \$3 million since World War I) the directors asked Fleet to study the operation from the inside for three months, then report back.

He did—with the conclusion that Gallaudet "has nothing worthy of perpetuity or continuity, and would not bring more than \$100,000 if you could find a buyer." In addition, he reported that he wanted to form a company of his own, with his own resources, and offered the directors this proposition:

"I will finish off your contracts. Since labor will lag at cutting off its meal check, I will use the men on my own work as they are available, and pro-rate the labor costs. I will charge my salary fifty-fifty to you and me. I will use materials from your stock room on my own work, at cost plus 10 per cent. For rent, I will pay you 10 per cent of my own profits, if any. Thus, I will kill off your company to your best advantage while establishing my own."

The directors were deeply distressed, but decided to accept Fleet's offer. The major thereupon set about forming Consolidated, which he organized as a Delaware corporation with an authorized capitalization of \$60,000 in shares of \$100 par value. Actually, only \$25,000 was issued; Fleet subscribed \$15,000 and his sister, Lillian Fleet Bishop, \$10,000. For aircraft designs and an engineer, he turned to General Motors, which had decided to close out its aircraft subsidiary

(Dayton-Wright Co.) at Dayton.

Dayton-Wright had a history of its own.

In 1915 Orville Wright sold his Dayton factory and patents to the Simplex Automobile Co. syndicate and the next year entered into a period of informal collaboration with Charles F. Kettering, inventor of the auto self-starter.

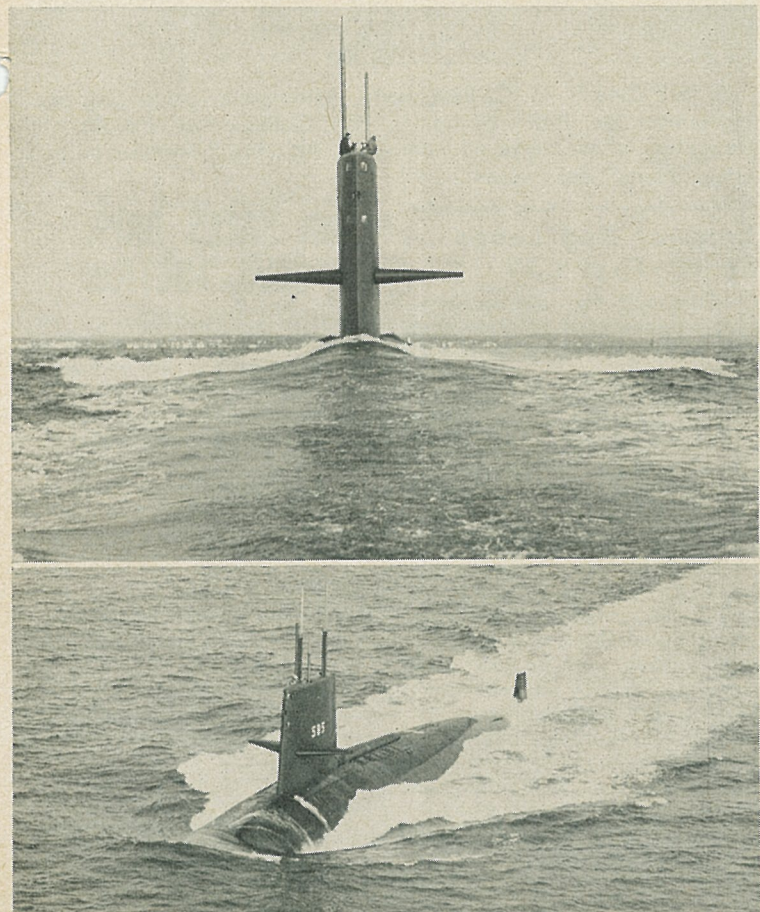
Early in 1917 Kettering organized the Dayton Airplane Co. with three associates—E. A. Deeds (later the head of National Cash Register); Col. Harold E. Talbott, a paper mill and power plant industrialist; and the latter's son and business associate, Harold E. Talbott Jr. (later Secretary of the Air Force). Wright was retained as consultant and the company put up a shop and hangars at South Field, near Dayton.

With additional capital supplied by a Detroit group, the enterprise was reincorporated as the Dayton-Wright Airplane Co. on April 9, three days after the U. S. entered the war.

Dr. J. K. Leverett Given President Citation

Dr. J. K. Leverett of Convair Fort Worth this month was awarded a Presidential Unit Citation and Presidential Unit Citation Ribbon Bar transmitted to him through the commandant of the Eighth Naval District at New Orleans.

The citation came as a result of Dr. Leverett's service with the First Marine Aircraft Wing during the Korean War. Dr. Leverett is Convair Fort Worth's chief physician and head of personnel department's medical section.



FLEET'S FLEETEST—World's fastest nuclear powered submarine, Skipjack, built by Electric Boat Division, shown in dramatic photos taken during builder's trials last month. Note blimp shape and diving planes on "sail" (formerly known as conning tower).

Guards Need Photo Memories To Keep up on Different Badges

Security guards at Convair SD aren't memory experts but sometimes it might help.

Seventeen new badges and three new identification cards issued last month to various customer representatives and other outside groups skyrocketed the total guards must remember.

For security's sake, guards must be familiar with roughly 600 signatures (those authorized to sign passes), 40 badges, 19 different identification cards and over 700 cars with in-plant clearance.

And many of the "old-timers" know the faces that go with the badges, cards, signatures and cars!

'Space Exploration' Bossart Talk Topic

"Space Exploration Problems" was the topic of K. J. Bossart, assistant to Convair's vice president-engineering, at the March 26 meeting of the American Society for Metals at the Lafayette Hotel, San Diego.

Bossart's lecture was an introduction to this month's ASM educational program on space metals.

Sooner or later, because guards switch duty locations from day to day and change shifts every four weeks they become personally acquainted with the varying aspects of Convair SD's security set-up.

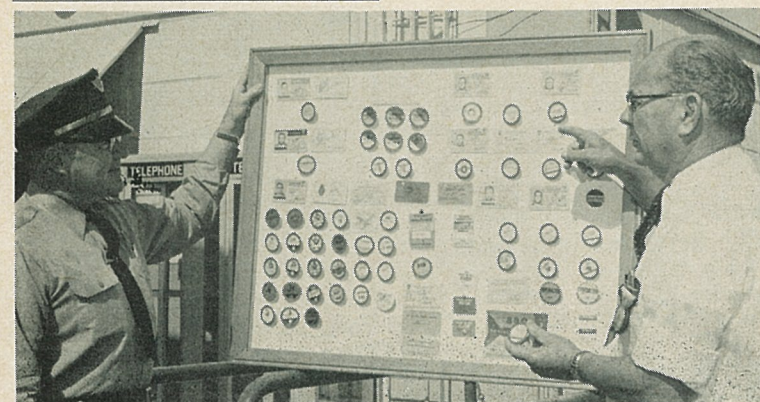
In addition, to enable guards to keep pace with changes, periodic classes are conducted by commanding officers.

"Headquarters" at both Plants 1 and 2 are the focal points of activity.

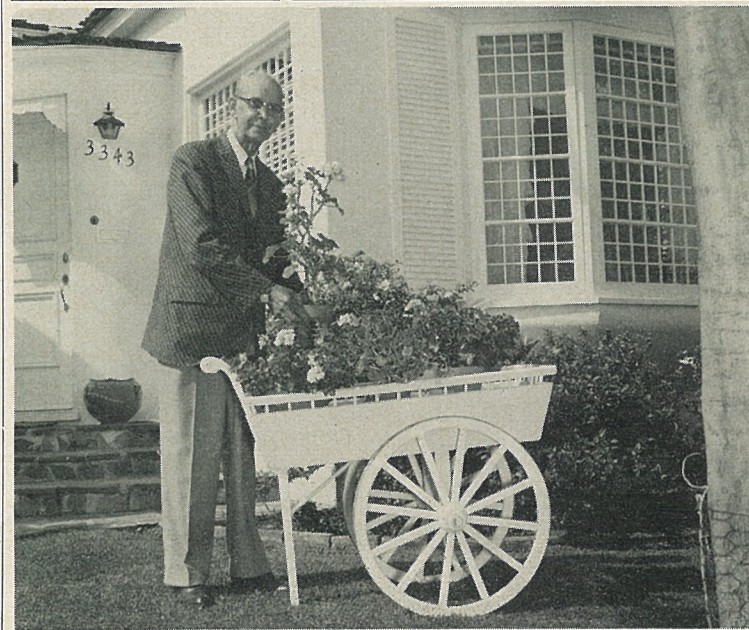
Located at each are master keys for Convair offices, buildings, files, etc. Close tabs are kept with the plant fire department and the San Diego Civil Defense set-up and in case of emergency both locations are equipped to take over the plant's loud-speaker and radio system.

C. M. Durst, guard chief, said members of the security force come from all walks of life but that the majority have had some prior association with law enforcement in either the military or as police officers.

"Because they are constantly dealing with people, their job is one of public relations, also," Durst said.



COUNT 'EM—C. M. Durst, SD guard chief (right), points out additions on badge board to Capt. John Cooper. Additional badges and cards issued last month swelled total guards must remember.



LEISURE TIME—Leo Bourdon, Convair's most senior citizen, recently retired, takes pride in landscaping and flowers at his San Diego home.



SERVING NOW—Astronautics' CRA Women's Council held annual election of officers last month. Shown during business session are, standing, left to right, Bessie Wood, secretary; Jean Cassidy, president, and Edith Larson, treasurer. Seated is Jean Bryan, CRA women's activities commissioner.

Jean Cassidy Will Head CRA Women's Council

Jean Cassidy, a veteran leader of Convair CRA activities for women, has been named president of the Astronautics CRA Women's Council, according to Jean Bryan, CRA women's activities commissioner.

Others named to office were Bessie Wood, secretary, and Edith Larson, treasurer.

Mrs. Cassidy, a tooling department secretary, was a charter member of the CRA group which is responsible for coordinating all activities for women. She served during the past year as secretary. Prior to her transfer to Astronautics, Mrs. Cassidy was program chairman for a similar CRA group at Convair Fort Worth.

Mrs. Wood (Dept. 100) has been a member of the Women's Council for the past six months and has taken an active part in several programs to date.

Miss Larson is another charter member of the Astro council. She has been a key figure in the

growth of the recreation program for women.

Other appointments made within the council include: program chairmen, Elaine Jorgenson and Rusty Walker; publicity chairmen, Lee Stone and Dixie Husted; and refreshment chairman, Edith Larson.

Mrs. Jorgenson also serves as director of the Astro CRA beauty and charm program, while Mrs. Stone directs the women's golf program.

Development Hoop Champs

Development, featuring all-around team play and consistent defense tactics, swept two games straight from Test Data to win the first Astronautics plant basketball title last month.

Development came through the tough Wednesday section to win after dropping two games during regular play. Test Data, on the other hand, swept the Friday section undefeated.

The first of a best two-of-three playoff series was won by Development, 33-27. The second game also went to Development, 35-27.

ASTRO SCHEDULES NEW BUS SERVICE

Bus service connecting Convair Astronautics and Westgate warehouse became effective this week. Two station wagons make the round trip at 45-min. intervals throughout the day. The first bus departs Astro at 7:30 a.m. and the last bus departs at 3 p.m.



HONOREE—Second missile-man-of-the-month award made by Astronautics Management Club during March went to J. M. "Duke" Rogers of product support. Making presentation is W. J. White, also of product support. Rogers was pro-tem president of club during organizing period, once served as president of San Diego Division Club.

Fires Laid to Carelessness

A special warning to all Astronautics personnel was issued this week by Fire Chief A. C. Anderson following an outbreak of minor blazes caused by carelessness.

During the first three weeks of March the fire department was called out to extinguish four fires in rubbish containers and waste baskets. They were caused by discarded cigarettes or dumping ash trays containing live cigarette stubs.

"These were caused by gross carelessness on the part of individuals," Anderson said. "Fortunately, they were reported early and extinguished promptly. The next time we may not be so fortunate."

In addition to rubbish fires, others were caused by welding during the same period. Anderson cautioned that all areas to be used for welding must be checked by the fire department and permits issued. Employees are asked to report violations of this rule to the department, ext. 1811.

Astro Travel Group 'Rolling'

A new Astro Travelers group is really "rolling" in every sense of the word these days.

Thirteen trailer families were on hand for a March 14-15 camp out session at Ocotillo.

A similar trip to the same location is being planned for April 11-12.

During the March outing officers were named for the coming year. Elected were: Art Wrightson, president; Bill Barth, vice president; and Jerry Janda, secretary-treasurer.

Tonight (April 1) a business meeting will be held at 7:30 in the Astro presentation room, Bldg. 2. All trailer families are invited to attend.

Astro Divers Shine During Competition

Astro Divers scored some impressive wins during the San Diego Council of Skin Diving Clubs meeting held March 22 at the La Jolla Cove.

The Astro "sea bottom probers" garnered two firsts, one second and two third-places, far ahead of the nearest competing club.

Firsts went to Jorge Zorrilla for the largest shovel nose shark, hand caught, and to Keith Kaonis for the greatest weight in spiny sea urchins. Kaonis was 20 pounds ahead of the second-place winner. Bob Nicholas copped a second in the greatest weight, star fish class. Herb Boynton took a third in the star fish class and Derek Walton brought up the third largest abalone.

Ticket Prices Cut For 'Sleeping Beauty'

Astronautics' CRA women's activities is sponsoring a special "family night" event April 30 for two performances of "Sleeping Beauty" at the Capri Theater.

A limited number of tickets will be available beginning April 6 through employee services outlets. They sell for \$1 each, a savings of about one-half of normal prices.

Tickets will be available on a first-come, first-served basis. Seating at the theater will be on the same basis. No reserved seats are available.

CRA has tickets for the 6 p.m. and 8:30 p.m. performances.

Golfers Will Watch Casper, Bolt Movie

Astro golfers gather at 7:30 tonight (April 1) in the presentation room, Bldg. 2, for a dual event. One will be a filmed golf match featuring Billy Casper and Tommy Bolt. Final plans for the Astro twilight league will be mapped out at the same time.



SOME CAKE—C. C. Farnsworth, Astronautics purchasing agent, celebrated his 25th "birthday" with Convair last month, which prompted fellow workers to come up with this twin-cake party for him. "Farny" does honors.

Summer Keg Loops Sound First Call

First call for summer bowling leagues went out this week at Astronautics where a special committee has been set up to assist in registering.

Commissioners Jack Boyle and Willard Brassell announced this week that summer action will get under way in late May. However, all leagues will be formed and filled by that time.

Entry blanks are now available through Astro industrial relations outlets. To assist newcomers the following men and women may be called for information: Irv Campbell, ext. 1166; Ed Frankowski, ext. 1160; Vic Salgado, ext. 1116; Frank Budz, ext. 860; Bill Geopfarth, ext. 2139; Lorraine Sweeney at Sycamore Canyon; Nancy Tatum, ext. 1401; and Ed Lou, ext. 1116.

MacNabb Emcee At Test Meeting

Four Convair Astronautics men took part in a special "flight testing conference" staged by the Florida Section, American Rocket Society, last week at Daytona Beach, Fla.

B. G. MacNabb, Astro's operations manager at the AFMTC, is the 1959 president of the Florida Section. He served as toastmaster at a March 23 luncheon and as chairman of a flight experience meeting held that night. George F. Rugge Jr. of Astro's AFMTC operation, was vice chairman. John S. Harrison of Astro-AFMTC, led an Atlas missile instrumentation checkout session the following day.

On March 25 participants visited Atlas facilities on a tour of AFMTC.

CRA Discount Tickets

The following tickets, discount items, are available through employee services outlets:

ATLAS PINS—Special lapel, tie clasps featuring Atlas replica at \$1.30 each.

DECALS—Astronautics decals suitable for windows, cars, 10 cents each.

DISNEYLAND—Memberships in Magic Kingdom Club allowing discount rides, admission to Anaheim park.

MARINELAND—Discount tickets for Palos Verdes show place.

ROLLER SKATING—At Skateland April 20, no charge.

SLEEPING BEAUTY—Tickets (\$1) for April 30 performances, 6 and 8:30 p.m.

SPACE PRIMER—An introduction to astronautics, 10 cents each.

Bob Combs Director Of Bridge Activities

Bob Combs of Dept. 532-1 has succeeded A. N. Bowden as director of Astro Bridge Club affairs.

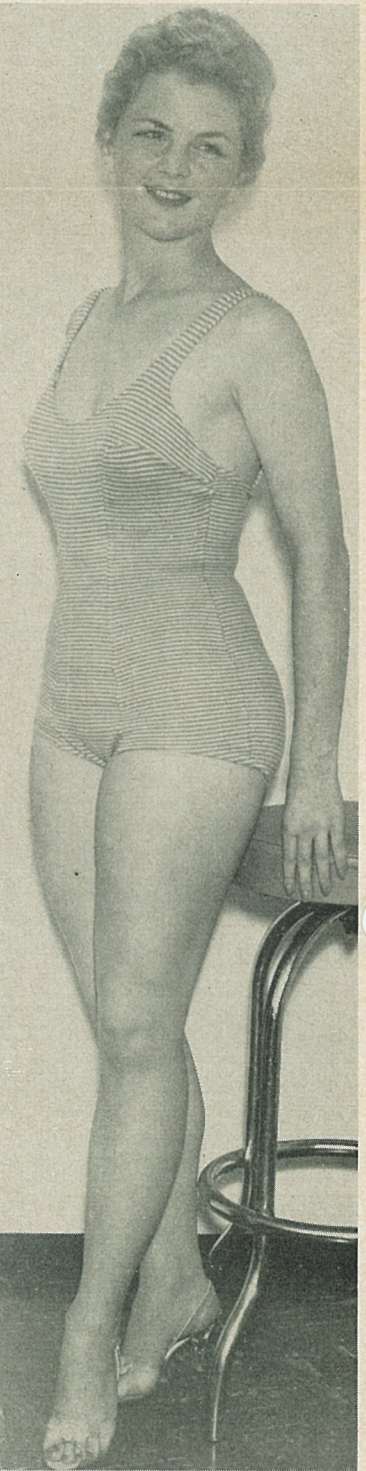
Combs announced this week that April 16 and 30 have been reserved for play. The April 16 meeting is a master points tournament. Play is held at the Barcelona Club, Fourth and Juniper.

COIN SALES BRISK AT CLUB AUCTION

Astro Coiners, proud of a March auction event which saw 20 members put up and sell 30 lots of coins, are planning a duplicate event for their April 15 meeting at 7:30 p.m. in the Astro cafeteria.

This event will allow club members with duplicate coins to sell and perhaps buy new coins.

A new feature will also be introduced at the April 15 event. It will be the presentation of an Atlas trophy to the collector with the best exhibit of coins that night. Subsequent awards will be made at future meetings. Door prizes and refreshments will also be available.



ASTRO DAUGHTER—Lovely Robin Cowell, daughter of LaVere Cowell of Astro's Dept. 120-5, was first contestant in initial "Miss Angel" contest to be staged by Ream Field Navy helicopter organizations. Robin is just 16, interested in ballet and little theater.

Log Book Entries Promotions

ASTRONAUTICS

Promotions and transfers to or within supervision effective March 16:

Dept. 120, Communication: To asst. supervisor graphic reproduction, D. E. Howe. To graphic reproduction asst. supervisor-planning, A. L. Ridgeway. To graphic reproduction supervisor, M. A. Young.

Dept. 190, Controller's Office: To chief of data processing, F. J. Knight.

Dept. 193, Industrial Accounting: To accounting asst. supervisor, I. T. Walsh.

Dept. 214-2, Stores and Traffic: To traffic asst. supervisor, R. S. Hughes.

Dept. 305, Support Planning and Control: To support data systems supervisor, J. W. Helgeson.

Dept. 342-3, Support Quality Control: To inspection asst. supervisor, Gr. III, A. Dickman.

Dept. 521, Asst. Chief Engineering Administration: To engineering facility planning supervisor, E. A. Brauer. To engineering practice standards supervisor, T. H. Brunner. To engineering services asst. supervisor, L. Lane. To engineering task control supervisor, J. A. Lasater. To engineering office administration supervisor, D. H. McCoy. To engineering task control asst. supervisor, J. L. Mumford. A. E. Ruark. To engineering services group supervisor, D. J. Sullivan.

Dept. 731, Machine Shop: To asst. foreman, Gr. V, J. A. Wolf.

Dept. 771, Mockup Proofing Primary and Final Assembly: To asst. foreman, Gr. III, R. A. Deutschman.

Dept. 773, Missile Checkout and Acceptance: To asst. foreman, Gr. III, L. A. Denoyer.

WARREN AFB

Dept. 351, Warren AFB: To material general supervisor, R. W. Mendenhall. To asst. foreman, Gr. V, R. A. Dacon.

Births

ASTRONAUTICS

We shall always be grateful to the host of Convair friends at both San Diego and Astronautics Divisions for the many kindnesses, beautiful flowers and messages of sympathy at the time we lost our husband and father, Ted B. Jensen Sr., Dept. 115 SD.

Eileen Jensen—Astro Dept. 500

Ted Jensen—SD Dept. 14-7

Deaths

ASTRONAUTICS

EVANS—Son, Raymond Anthony, 9 lbs., 9 3/4 oz., born March 15 to Mr. and Mrs. R. A. Evans, Dept. 771.

AFMTC

KAMINSKI—Daughter, Diane Patrice, 6 lbs., 11 oz., born March 18 to Mr. and Mrs. L. T. Kaminski, Dept. 571-4.

ASTRONAUTICS

HARDING—George V., Dept. 454, killed in air crash March 22.

CRA Sports & Recreation Convairiety

Ring Prepared at Astro For Spring Horse Show

An all-day horse show featuring some of the top riders and mounts in Southern California comes off Sunday (April 5) at the Astronautics CRA horse ring near the Astro plant.

Billed as a "Spring Horse Show" by the sponsoring Astro Riding Club, events begin at 8:30 a.m. and continue throughout the day.

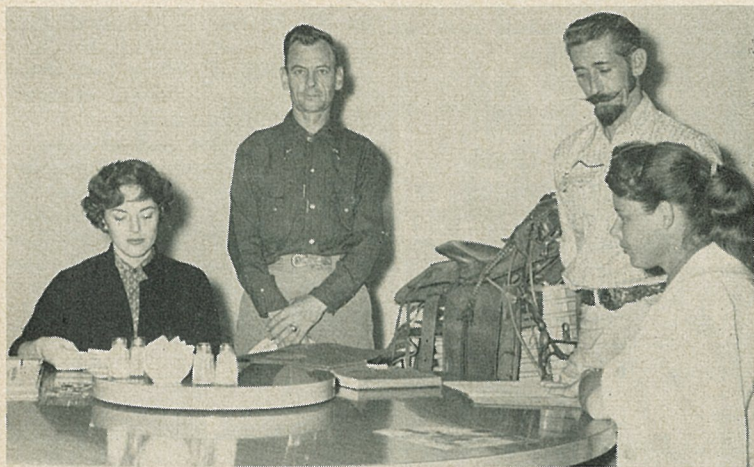
Riders of all ages will take part. Events include various English and western classes, hunters, three and five-gaited, trail horses, jumpers and stock horses. A majority of events for juniors come off in the morning, with more advanced riders per-

forming after lunch.

F. W. Augustine, CRA commissioner, reports the show is accredited by the San Diego County Horse Trainers Association and as such will feature points toward annual high point awards presented locally.

The Astro riding ring is rapidly taking shape for the event. Volunteers have made many improvements since the initial show was held last fall. Welcome additions are some 300 temporary seats for fans.

There is no charge for the show and all ages are welcome. Refreshments will be available throughout the day.



HORSEY SET—Setting up final details for spring horse show sponsored by Astro Riding Club was this quartet of workers. They are, from left, Shirley Terry, F. W. Augustine, commissioner, John Brunson and Mrs. Augustine. Show April 5 runs all day, is free to spectators.—Photo by Bill King, Astrolens.

Astro Sports Car Club Sponsors 'Atlas Rally'

If hard work is any indication, then the first annual "Atlas Rally" sponsored by the Astro Sports Car Club will be a honey.

For over two months the Astro group has been planning, re-planning and mapping out a course which will carry an estimated 120 entries over 200 of the most interesting miles of Southern California. This navigational event will last seven hours.

Start is from the Astronautics

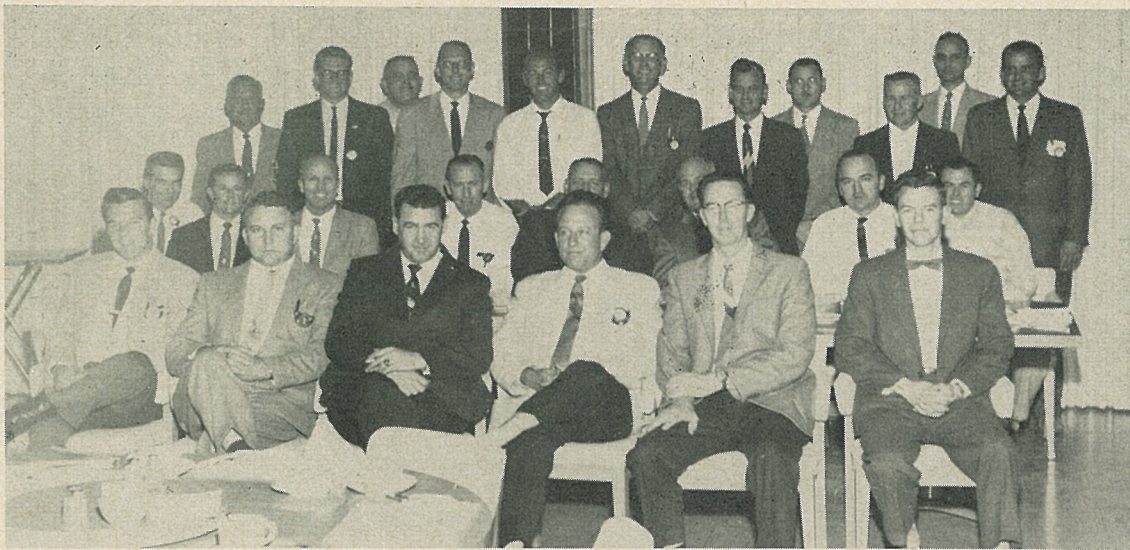
Archers to Gather For Combined Shoot

Convair archers from both Astronautics and San Diego will gather at 9:30 a.m. April 12 for a combined event at the Astro range.

Participants may shoot either morning or afternoon rounds, or both. Astro archers are sponsors.



RARE COMBO—Combination of sleek Mercedes Benz, Astro plant and slightly trophy is enhanced by Nancy Williams (Dept. 521-7) who has been named Miss Atlas Rally for forthcoming event sponsored by Astro Sports Car Club. Competition April 12 will draw top entries from throughout Southern California.



RING LEADERS ALL—Successful development of full recreational program at Convair Astronautics has been possible largely through efforts of these men, all members of CRA Employees' Council. Ken Rinker, Astrolens commissioner, took this group shot at recent election of officers.

Clubs Produce 28 Keg Teams

Twenty-eight teams, 19 from Convair SD and nine from Astronautics, took part in a Convair Management Club telegraphic bowling tournament March 8 at Tower Bowl.

High scratch team honors went to a Dept. 31 team from San Diego Division with a 2,629 total. Team captain was J. Hammer.

High handicap series was won by the Astro Five with a 2,929 total. Frank Budz was team captain. Team members included Bill Geopfarth, J. Moore, Morrie Baxter and Forrest Erwin.

High individual series was topped by Dale Mansfield of San Diego, while Frank Budz of Astro took high individual handicap series with a 662. Mansfield also shot a scratch 233 game while H. L. Williams of Astro turned in a handicapped 256.

Skiers Bemoan Lack of Snow

Snow and the lack of same continues to influence the activities of the Astro Ski Club, reports Bob Weaver, CRA commissioner.

A March 21-22 race competition slated for Big Bear had to be cancelled due to the lack of ground covering. Race trophies purchased for this event will be retained for presentation during an April 11-12 Convair SD Ski Club event in which Astro skiers will participate.

The April event is scheduled for Mammoth Mountain. A special event will be held for novice skiers unable to negotiate the regular course. Two sets of trophies will be available.

Final plans for this event will be discussed tonight (April 1) at 7:30 in the Astronautics executive dining room. Deadline for entering is April 11. Ron Grant, ext. 2167, is accepting reservations, while Lillian Poltere, ext. 1163, is coordinating ride requests.

Model Railroaders Meet Every Week

A small but enthusiastic group of Convair Astronautics model railroad builders meets weekly with the San Diego Model Railroad Club.

Those interested in model railroading are invited to attend the 7:30 p.m. work-play sessions, according to Dave Fyffe. Gatherings are in the House of Charm, Balboa Park.

Astrolens to Host SD's Camera Club

The Astrolens will roll out the welcome mat for the first time April 13 when they play host to the Convair SD Camera Club in a special 7:30 p.m. model shoot set for Astro's executive dining room.

The shoot will mark the first of a series of exchange visits with local camera groups, reports Ken Rinker, CRA commissioner. Karol Gentry of Astro's purchasing department will pose.

Fred Niece and Nancy Tatum Capture Plant Key Crowns

Fred Niece and Nancy Tatum now reign as "king and queen" of Astro bowlers, following their all-events victories in the recent Astronautics plant championship tournament held during April.

Niece took the men's all-events title with a total of 1,937 pins, 35 better than Gene Gerndt. Nancy Tatum copped the women's bracket with a 1,634 total, 32 pins better than Marie Foulke.

The men's singles went to Niece with a 690 total, while Olivia Risinger won the feminine singles with a 590. Harry and Dorothy Lund took mixed doubles honors with a 1,165 total. Ray Mathews and Jack Palmer eked out a one-pin 1,306 victory over Don Vance and Jim Miller (1,305) for the men's doubles title.

The men's team event was won with a 2,988-pin total by Dick Williams, Augie Rodriguez, Herman Brehmer, Jim Hayes and Joe Ragusa. Mixed team honors found a 2,921-pin total winning for John Hynd, Clayton Raffle-son, Jennie Hynd, Dory Bucaro and Sam Bucaro.

Another Softball Meeting Planned

Seventeen teams sent representatives to an initial CRA shop softball league organizational meeting held at Astronautics March 20.

However, more teams can be accommodated prior to the mid-May start of competition, according to Ray Mendoza of CRA.

Friday (April 3) at 5:15 p.m. another organizational meeting will be held for those teams who did not have a representative on hand at the first gathering. Those present for the initial meeting need not attend.

EL CAJON VALLEY LEAGUE PLANNED

Application blanks for an El Cajon Valley summer bowling league are now available through Astro employee services. Singles or teams may enter. Call Charles Kushera, ext. 1166, for information.



TURN ABOUT—Ever since Astrolens, CRA camera group, began helping CRA publicize its events, Larry Tuttle, left, has been one of top lensmen. Convairiety has published more than 25 of his pictures. Ken Rinker, Astrolens commissioner, snapped this as Tuttle and Vern Prestige, right, made pictures of Shirley Kuenne during recent shoot. That's Marshall Jones, adding to effect with soap bubbles.

All scores and places mentioned above are with handicaps.

In scratch events Ray Medtrowicz had high men's series with a 639; Nina Rohde paced the feds with a 578; Jim Miller's 256 game was high for the men; and Sue Nungezar's 231 led the women.

Special award ceremonies for all winners come off today (April 1) at the Astro cafeteria shortly after the end of the first shift working hours.

JOINT BADMINTON TOURNAMENT HELD FOR SD AND ASTRO

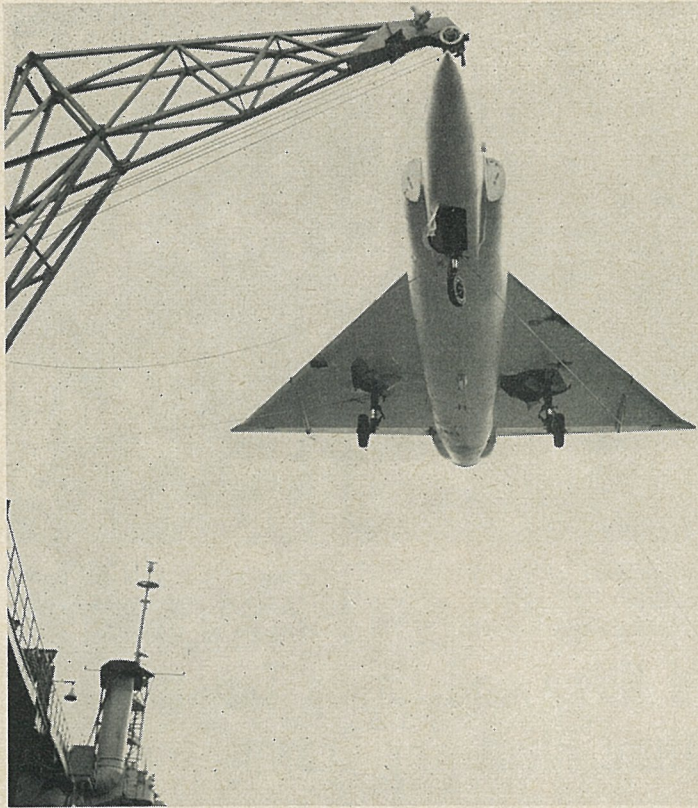
San Diego and Astronautics badminton players joined March 14 for one of the largest tournaments ever held under CRA sponsorship. Some 40 players participated in the Federal Building event.

Jim Poole (SD) downed Dick Mitchell (Astro), 15-8, 18-17 in the "A" men's singles. Joe Seewerker (SD) won by default over Al Pfenninghausen (Astro) in the "B" singles, while Ray Justice (SD) topped Les Marr (Astro) by 6-15, 15-2, 15-3 in the "C" singles.

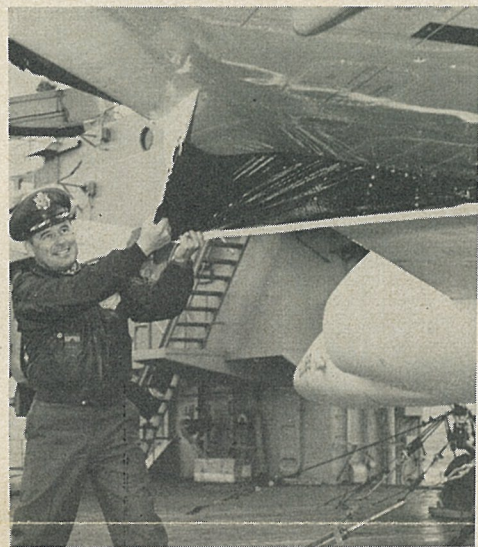
Men's doubles honors went to Bill Johnstone and Dennis Sealey (SD) over Poole and Tom Richardson (SD) by 15-10, 15-1. Mixed doubles found John Leib (Astro) and Carol Minter (SD) topping Dick and Evelyn Mitchell, 15-1, 15-12.

Miss Minter won the "A" ladies' singles in an 11-8, 11-1 set with Florence Carlson (Astro). Mrs. Mitchell and Florence Carlson won the feds' doubles with a 15-13, 15-14 win over Miss Minter and Charlotte Munson (Astro).

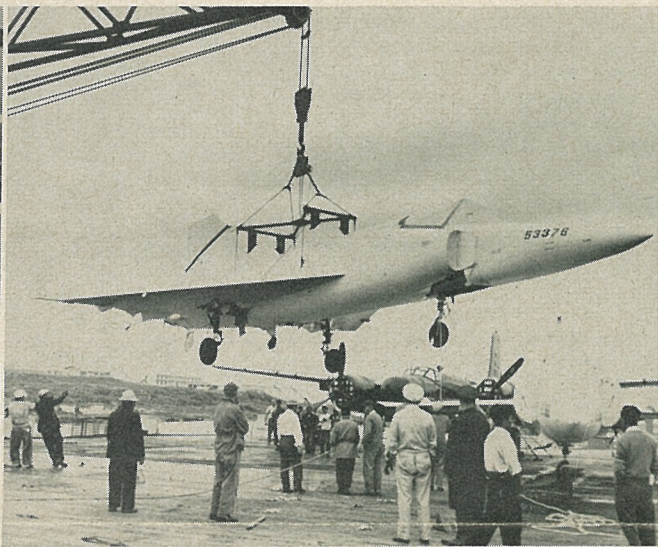
Consolation winners included: Katie Marr (Astro) over Jane Williams (Astro); Alan Van Norman (SD) and Les Marr over Pfenninghausen and Andre Malaban (Astro); and Les and Katie Marr over Ray and Judy Justice (SD).



FLOATING?—Camera angle gives impression that cocooned F-102 is floating like a blimp with nose attached to crane. Actually, it is swinging from sling. Planes were unloaded from aircraft carrier recently at Naha, Okinawa, after trans-Pacific crossing.



ARRIVAL—At left, Col. Lester Johnsen, 51st Fighter Interceptor Wing commander, tears plastic protection skin for better look at F-102 on arrival of new ships at Okinawa. Delta interceptors will join defense of Ryukyu Islands. At right, first plane leaves carrier deck.—USAF photos.



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A tragic weekend saw four Convair people and an AF officer assigned to Convair fatally injured in light plane crashes and auto accidents.



James Saftig

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CRA commissioner of Aeromodelers, Solo Flyers, and the Glider Club, Saftig recently was elected president of the CRA Council at Convair SD.

Saftig was nationally and internationally known in airplane modeling circles. He is survived by his wife, Beatrice.

In another light plane crash the next day, on Highway 80

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John G. Andrews of Convair SD Dept. 292 was fatally injured when struck by a car as he walked across Highway 101 in Solana Beach.

Capt. David Otis Catching, AF officer stationed at Convair SD, was killed in an auto accident on Highway 395 on Saturday evening. A B-24 pilot in World War II, Catching had been assigned to Convair in the fall of 1954 from Kelly AFB, San Antonio, Texas. He was chief of the production unit in the AF plant representative's office.

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M. C. Copold

Coming to SD engineering department in 1952, he had been supervisor and then chief of manufacturing development before being named coordinator of numerical control Sept., 1957. He was appointed manufacturing specialist the fall of 1958.

At Fort Worth he was a senior design engineer working on the B-36, YB-60, and preliminary design of the B-58.

A native of New Jersey, he attended New York and Rutgers Universities and had worked for General Motors Corp., Fairchild Aircraft Corp., and North American Aviation before joining Convair.

He was first chairman of Aircraft Industries Association national committee on numerical control, instructor of numerical control classes in the U. of California Extension program, and held many patents outside of Convair on his developments.

He is survived by his wife, Freeda; and two children, Justine and Steven.

Col. Stapp to Talk For Rocket Society

Col. John Paul Stapp, known as the "fastest man on earth" because of tests he made aboard a 632 mph rocket-propelled sled in 1954, will speak at North Texas Section meeting of the American Rocket Society April 18.

"Space Medicine" will be Colonel Stapp's topic at the meeting scheduled for Western Hills Inn on Highway 183.

Colonel Stapp, the society's national president, is now chief of the aero medical lab, Wright Air Development Center at Wright-Patterson AFB.

Convair Man Chosen For Guard Ceremony

Carlton J. Shepard of Convair SD Dept. 6 will represent California and the 251st AAA Group at dedication ceremonies of the National Guard Memorial Building May 3 in Washington, D. C.

A specialist second class in the California Army National Guard, Shepard will join representatives of other state national guard units selected to take part in a parade of flags.

15,000-Mile, Two-Way, Wire System Connects All Dynamics Divisions

All divisions of General Dynamics Corporation are now interconnected with a 15,000-mile Western Union wire system providing instantaneous two-way communications between 62 plants and offices across the continent.

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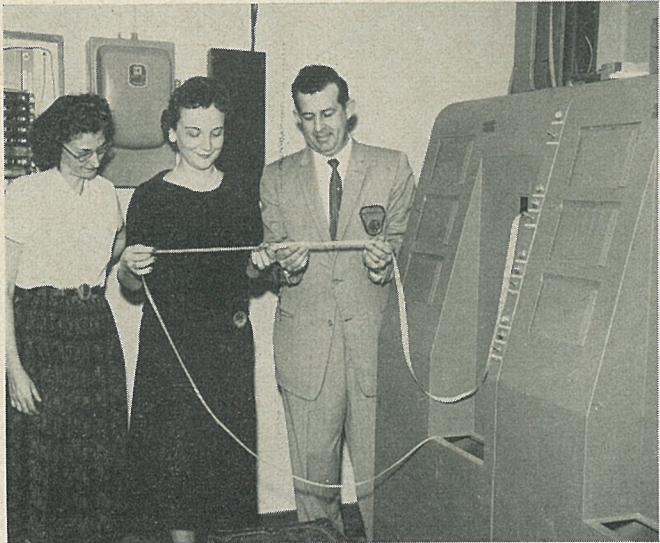
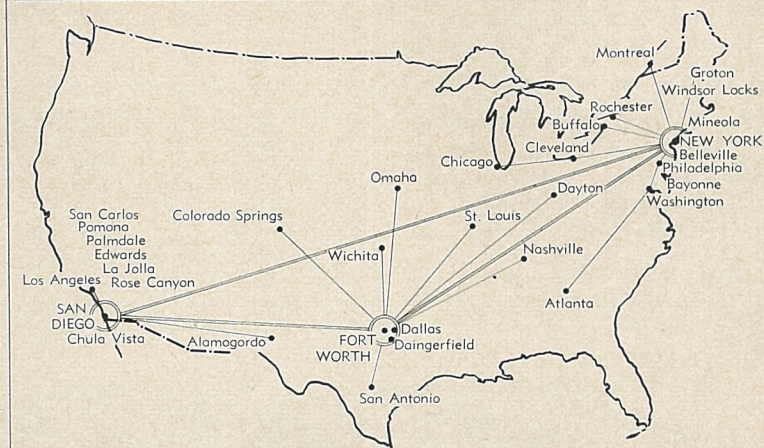
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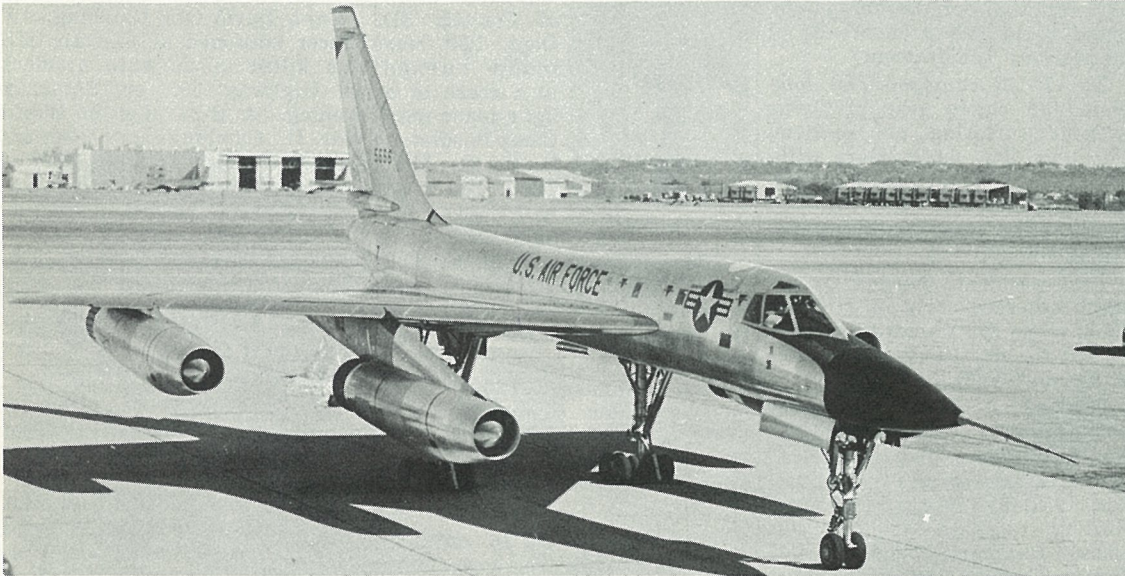
Wednesday, April 1, 1959

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SAN DIEGO, POMONA, ANTELOPE VALLEY, VANDENBERG AFB, CALIF.

AFMTC, CAPE CANAVERAL, FLA., FORT WORTH, TEX.



SEVEN-UP—Taxiing in at Convair Fort Worth is airplane No. 7 after completion of project "Seven-Up." Hustler had just made another simulated mission which included dropping disposable pod on target in New Mexico.



DATA FIRST—Pilot Ray Fitzgerald opens canopy of supersonic bomber here. Before he does anything else, he hands paperwork to waiting engineer. Purpose of project was to demonstrate range capabilities.

Dynamics' Backlog Set at \$2 Billion

General Dynamics Corporation closed 1958 with a business backlog of more than \$2 billion, President Frank Pace Jr. told shareholders in the annual report issued last week.

Calling 1958 a period of outstanding achievement for the company, Pace reported that sales were \$1,511,456,261, second only to the record year of 1957 when the figure was \$1,562,538,900.

With an estimated \$2,095,000,000 backlog at the end of 1958, Pace said that an estimated additional \$645,000,000 in contracts was in negotiation as of Dec. 31, 1958.

Earnings per share based on

9,909,822 common shares outstanding were equivalent to \$3.71. This compares to \$4.80 per common share based on 9,224,419 common shares outstanding at the end of 1957. The increase in common shares outstanding for the year 1958 was primarily the result of conversion of the corporation's 3½ per cent convertible debentures into common stock.

Pace told shareholders that expansion and speed-up of corporate research and development programs have entailed large financial outlays. He pointed out that research and development costs for the 880/600 jet airliner program amounted to \$24,012,620 (Continued on Page 8)

Quality Work Advocated As Way to Reduce Costs

"Quality makes dollars and sense—"

That's the slogan going up throughout Convair Fort Worth today in the newest phase of the continuing plantwide cost cutting effort on the B-58 and other programs.

"Quality makes dollars and sense to you as an employee, to Convair, to the Air Force and to the taxpayer as well," said J. Y. McClure, manager of quality control.

"This is because quality work means a minimum of wasted work and wasted materials—the biggest items of controllable cost at the division."

"Miss Thrifty" posters appearing throughout the plant make the point this way: "Quality

makes dollars and sense—and pays off for YOU in three ways:

"—More job security (because it helps protect our AF contracts and will help us obtain others in the future);

"—Less needless work (because a job done right the first time need not be done again); and—

"—More self-satisfaction (because it is only human to experience a feeling of self-satisfaction upon completing a good job)."

McClure emphasized that these quality factors apply in each job at Convair—whether the job is that of an hourly employee on the line or at a bench or machine, or whether it is that of a supervisor, department head or manager.

(Continued on Page 8)

Range Capabilities Of Hustler Tested During 'Seven-Up'

Tests were successfully completed in March on Convair Fort Worth's "Operation Seven-Up" as Test Pilot Ray Fitzgerald touched down with significant range capability data.

In order to accurately demonstrate B-58 capabilities, the plane made three different flights which included three pod drops.

The tests with pod drops were conducted over New Mexico at the Holloman AFB range. In addition to demonstration of range capabilities, pod drops were utilized for ballistic data.

Charles F. Crabtree of Dept. 6 was project team captain.

"I want to thank everyone connected with the project for their excellent support and teamwork," Crabtree said.

Now that this B-58 has completed the project, it will go into an Air Force category II program in the near future. In this project, the plane will be flown by an Air Force crew from Edwards AFB but will home base at Convair Fort Worth.

Others involved in "Operation Seven-Up" flights included George Davis, J. D. Taylor and B. D. Miller.

Convair Leads All in Safety

Convair's four major divisions placed first, second, third and fourth in the 1958 National Safety Contest for aircraft manufacturers conducted by the National Safety Council.

For the second time in three years Convair Pomona won first place in the contest. Convair San Diego, which was first last year, placed second; Astronautics Division, which was second last year, placed third; and Convair Fort Worth was fourth, after placing seventh last year.

The contest is judged on the basis of the accident frequency rate of each participating company. This rate indicates the number of accidents occurring per million manhours worked. Pomona's rate was .31, SD's was .45, Astro's was .60 and FW's was .69. Average among all competitors was 2.15.

Fort Worth Division has been notified that its 1958 performance has earned the division an Award of Honor, according to Fred Temple, chief safety engineer.

It is the first time since 1955 for FW to win the award.

FW's severity rate during the year was 23 days lost per million manhours worked.

Convair FW Wins Atom Plane Nod, Teamed With GE

It's official now that Convair Fort Worth is recognized as the nation's top team to build the nuclear powered aircraft of the future.

Convair FW was notified in Washington, D.C., that it had been picked as winner of a competition to design an atomic powered bomber.

Frank W. Davis, Convair Fort Worth Division manager, expressed pleasure at the announcement. He was notified by Richard Horner, assistant secretary of the Air Force. Newspapers learned of the decision through Horner and Congressman Jim Wright of Fort Worth.

A fleet of such bombers—which could fly anywhere in the world

and return without refueling—could maintain continuous airborne alert and be ready to strike at a moment's notice if an aggressor should attempt to attack the United States.

Said Andrew Kalitinsky, Convair Fort Worth nuclear program manager: "A fleet of nuclear powered aircraft such as (Continued on Page 8)



CONGRATULATIONS—Convair Fort Worth's T. F. Paniszczyn, left, is recognized as winner of the 1958 President's Award by Division Manager Frank W. Davis at March Management Club meeting. Paniszczyn, who saved company \$64,360 by his CIP, will actually receive award at next October's top management meeting.

1,700 Hear Frank Davis' First Talk Before Club

Convair Fort Worth's Division Manager Frank W. Davis painted a fairly rosy picture for the division's future at the March Convair Management Club meeting but stressed a need for continued plantwide cost reduction.

An estimated 1,700 heard Davis' initial address before

the club since his promotion to division manager. His topic was "Where we've been . . . where we are . . . and where we're going."

He said that Convair Fort Worth can look forward to getting the supersonic B-58 fully operational and also for further expansion in the nuclear program.

"In order to get the B-58 fully operational, everyone in the plant must have a sense of 'urgency' toward what we're trying to do," he said. "We all must work together, because everyone's ideas count."

Davis symbolically described

Tickets on Sale For 'Creativity Program'

Ticket sales for Dr. G. Herbert True's one-man "creativity" program slated for April 25 at Ridglea Country Club got under way the early part of last week.

Dr. True, a 35-year-old self-described huckster, will be sponsored by the Convair Fort Worth Management Club in a unique half-day personal development session. Members have been promised ways to put new pur-

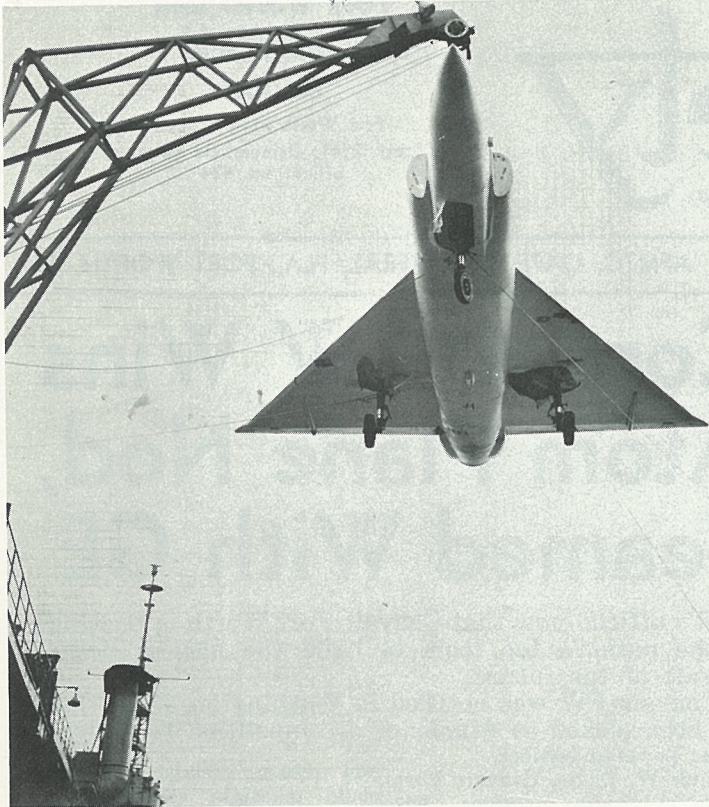
the need of everyone's help with a comparison of an empty box and a box filled with cannon balls, marbles, sand and water.

"In order to fill the box, one must put in the cannon balls which represent the big ideas. Then there is still room for the marbles, or the little ideas," he further added.

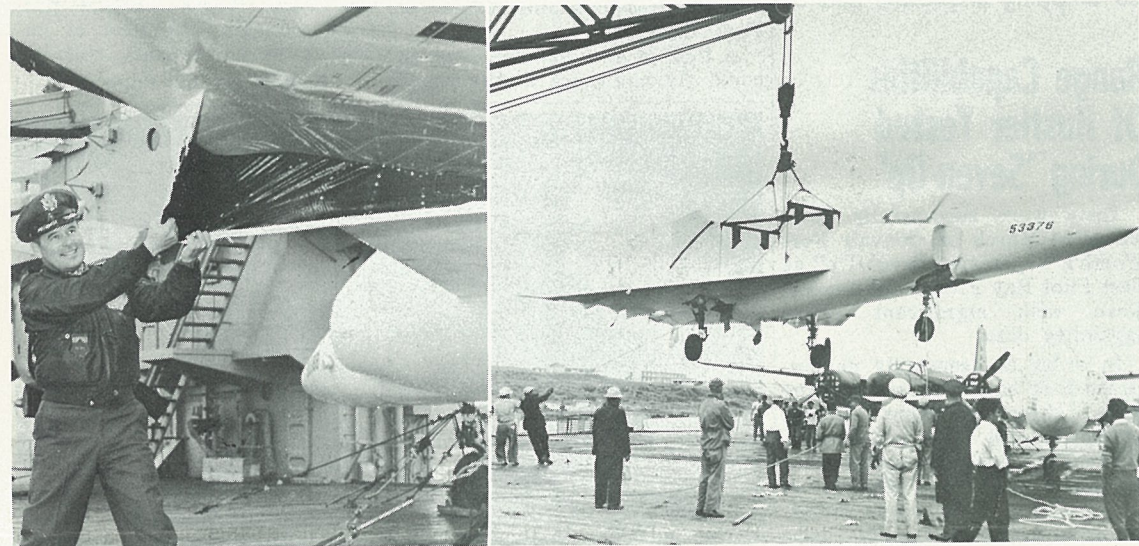
In taking stock of where the company has been in the past year, Davis listed some of the accomplishments throughout the last 12 months. Some of these included successful mid-air refueling, the cold weather tests at Eglin and in Alaska, the upped production and most important of all, the downward trend in costs.

Other achievements during the year included new customers for the division's nuclear capabilities, work on the Atlas thrust section by which Convair Fort Worth people helped put the Atlas into orbit, the improved capabilities of employees who sharpened their skills in 2,190 training classes, improved reliability and improved schedule position.

"Eight and a half million dollars have been invested in the Convair Fort Worth Division to (Continued on Page 8)



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Pilot of the plane, James Saftig, SD Dept. 230 supervisor, was hospitalized with severe burns in the same crash. He died last week.

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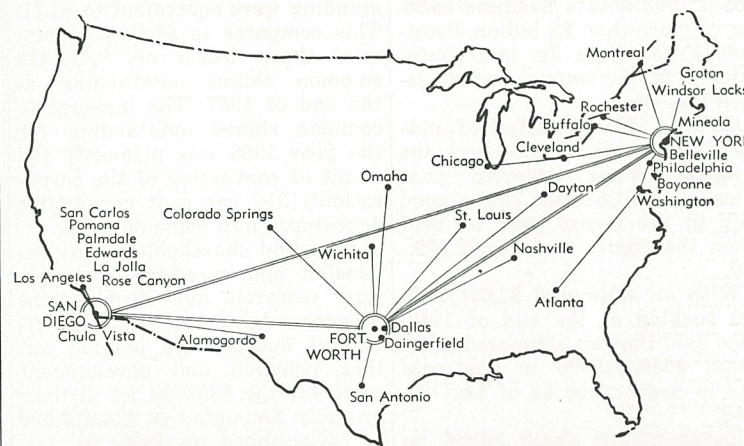
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RUGGED TERRIER—Marines found plenty of cold, plenty of snow for weather-testing Terrier missiles in High Sierras recently. Center above is missile assembly area. Crane is used to handle ton-and-a-half Terrier. Storage containers are in snow at right. In upper right photo, twin missile carrier delivers missile to loading

position on launcher. Lower left: Convair Pomona representatives A. M. Grandfield and H. C. Stowers discuss tests with Maj. G. S. Mansfield, USMC, at rear of mobile test station, built at Convair Pomona. Lower right, Capt. J. K. Smola, Capt. R. M. Burke, 1st Lt. P. C. Flattery, Warrant Officer R. W. Green, all USMC.



NAUTILUS—Lt. Col. John E. Hall, USAF (Ret.), who now works as an engineering security representative at Convair Fort Worth, shows picture he received from his son, Lt. Donald P. Hall, attached to submarine Nautilus.

Gunnery Officer Aboard Nautilus Is Son of Convair FW's John Hall

Lt. Col. John E. Hall, USAF (Ret.) of Convair Fort Worth's Dept. 6-6 brought a nautilus to work the other day. But it wasn't an eight-armed cephalopod related to the octopus.

It was a picture of the USS Nautilus nuclear powered submarine in which he has a special interest because his son, Lt. Donald P. Hall, is gunnery officer aboard the ship.

Colonel Hall recalls that only last summer his son was "sittin' on top of the world" when he and other crew members made the historic Arctic underwater crossing. He was among the 116 men

who received the Presidential Unit Citation.

The colonel has a collection of souvenirs and clippings about the crossing, but the thing that he considers his most prized possession is an envelope mailed to him from the world's first nuclear powered submersible.

Following in his father's footsteps with a military career, Lieutenant Hall is a 1950 graduate of the U. S. Naval Academy.

Convair Fort Worth's Colonel Hall retired from the Air Force in 1951 after 30 years' military service. He was adjutant general at Carswell Air Force Base from 1946 until his retirement.



SCREENING—Left, J. B. Ellis, industrial relations engineering administrator, and B. R. Hooper, industrial relations analyst, screen applications of Convair Fort Worth sons who applied for two college scholarships to be awarded by company in May.

Sick Pay Can Be Tax Deductible

A reminder that some Convair employees may exclude a part of their 1958 Convair pay from their taxable income was issued this week by Wallace Jay, manager of general accounting.

"Convair is not attempting to advise employees how to prepare their U. S. income tax return," Jay emphasized, "but we're merely calling attention to an item which may save employees some tax dollars."

Jay referred to line 6 on the first page of Form 1040. It states "less excludable sick pay."

This means that hourly employees in some cases may enter on this line certain amounts of Convair sick leave payments made after a doctor's certificate has been submitted. (Pay in lieu of sick leave does not qualify.)

Salaried employees may in some cases enter on this line certain amounts of their regular Convair salaries if they were paid while absent due to illness or injury, and if they meet other conditions set forth below.

Employees thus may qualify to subtract these amounts from the gross income figure shown on the W-2 form supplied them by Convair. This, in turn, results in a lower adjusted gross income figure—and a lower tax.

The most which can be excluded, however, is \$100 for each full week—or \$20 a day.

If the absence was due to illness, the first seven days of such pay cannot be excluded, however, unless the employee was a patient in a hospital at some time during the period.

If the absence was due to an injury, however, the employee may exclude pay from the first pay, even though he did not enter a hospital.

Official directions can be found on page 7 of the instruction booklet issued by the Internal Revenue Service.

Club Aids Delegation On Trip to Capitol

Convair Fort Worth's Management Club helped make it possible for some 70 Fort Worth high school boys to journey to the state capitol in Austin recently to tell the Senate jurisprudence committee what they've done to halt hoodlumism in the East Side of the city.

The young Fort Worth delegation was at the capitol to back three bills they think would help in law enforcement.

Fix on B-58 Steel Panels Achieved With New Tool

Fixes which make damaged B-58 stainless steel panels virtually as good as new are now possible with a new tool and new processes developed at Convair Fort Worth.

What's more, the new process is saving the taxpayer, the Air Force and Convair thousands of dollars—and will save many more thousands as more and more B-58s go into operation.

J. W. McCown, structures engineer, estimates that the new tool saved some \$35,000 in the first four months after it went into use at Convair Fort Worth.

It is relatively small so that it has a potential for use in the Air Force as large numbers of B-58s go into the field.

Stainless steel panels consist of a "sandwich" of honeycomb core covered on each side by very thin stainless steel skins.

"The panels give us a highly efficient structure that holds up under the high temperatures produced by the plane's power

plants and air friction at double-sonic speeds," said McCown.

The skins, however, are so thin that they are easily damaged. An inadvertent poke with a screwdriver can damage them beyond use.

Before the new fix was developed, a panel damaged in such fashion was a total loss.

Three engineering groups—structures development, control surfaces, and engineering test lab—joined with manufacturing research engineers to come up with an answer.

It proved to be a brazing process which can be performed with the aid of a tool on which Convair is seeking a patent.

The damaged skin and honeycomb is carefully cut away from the panel. A new piece of honeycomb is spliced into the core, after which a new piece of stainless steel skin large enough to cover the opening is put into place.

The new tool is then brought in to play. It fits over the spot getting the fix to apply heat which brazes the new stainless steel to the panel.

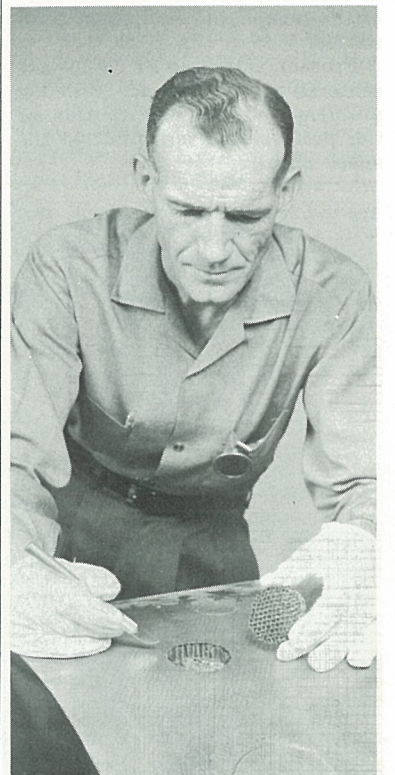
Convair FW Club Biggest in U.S.

Convair Fort Worth Management Club is now the largest in the nation, S. A. Seibert told board of control members recently.

Seibert, zone manager for National Management Association, commended the board and the club's officers for their showing in a campaign that raised membership to 3,038.

Seibert, who recently moved NMA zone headquarters from St. Louis to Fort Worth, said only time will tell whether another club tops the Fort Worth record. San Diego management club in February reported a membership of 2,415.

At the same board meeting, Seibert also presented an award from NMA to R. P. Curry for outstanding service as Convair FW Management Club president in 1958.



FIX—J. L. Jackson in Convair Fort Worth's pilot shop inserts piece of stainless steel honeycomb to make fix on B-58 stainless steel panel by new process.

Is It News?
Call Convairiety



CONVAIR QUEEN — Beautiful Susan Beatty, 20, secretary in Dept. 15 at Convair SD, was proclaimed "Queen of the 1959 Yellowtail Fishing Derby" in San Diego which is under sponsorship of the local Junior Chamber of Commerce.

Convair Joins Pilot Society

Convair, a division of General Dynamics Corporation, recently became a corporate member of the Society of Experimental Test Pilots.

The society was founded in September of 1955 to unite the efforts of experimental test pilots toward promoting aeronautical design, flying safety, and the art of test flying through interchange of information, without affecting the competitive structure of the industry.

Convair engineering test pilots have from the beginning played an important role in the organization. R. L. Johnson (Edwards), former vice president of SETP, and D. P. Germeraad (San Diego) were elevated to the grade of associate fellow in 1958, and John Fitzpatrick (Holloman), former program chairman, was elevated to that grade last month.

C. E. "Chuck" Meyers (Edwards) served as secretary last year and was elected vice president this year. W. H. Harse and J. K. Stuart (both Edwards) and J. M. Elliot (San Diego) have been members since 1956. Harse is currently serving as chairman of the escape and equipment committee.

Present activities of SETP are centered about the air collision problem and the contribution of the professional test pilot to the space age.

Tracy Brooks In New Post

Tracy Brooks has been appointed to the new post of college relations administrator for Convair, R. H. Biron, vice president-administration, announced.

Brooks, formerly executive development administrator for Convair SD, will coordinate the recruiting activities of all divisions of Convair.

A native of Chicago, Ill., Brooks came to Convair SD in February of 1945 as a job analyst in industrial relations. In 1946 he transferred to engineering as personnel engineer and was appointed engineering personnel administrator in 1948. A year ago he was named administrator of executive development.

Brooks holds a B.S. degree in business administration from the University of Michigan. Before joining Convair he had been a management consultant for Booz, Allen and Hamilton in Chicago, and previous to that personnel manager at U. S. Cartridge Co. of St. Louis, Mo., and Carnegie-Illinois Steel Co., Chicago.

CONVAIR DAUGHTER TV STAR AT AGE 4

A veteran trooper at 4 years old, little Bobbie Lynn Cardenez, daughter of Clarita Cardenez of Convair-SD Dept. 603, is now appearing weekly on television.

Bobbie, who has been doing her special tap dance and acrobatic routines before the public since she was 2½, is being featured on the Vincent Marasco TV Showhouse over Channel 6 Friday evenings and Saturday mornings. Television is nothing new to the little performer who has already danced on Panorama Pacific, Queen for a Day, and the Harold Keen show.

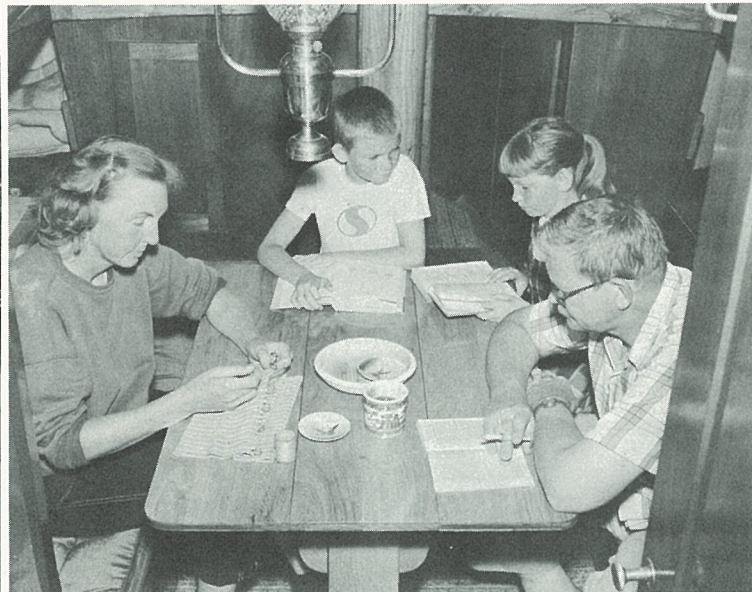
A specialty is the cane dance, which is rarely attempted by children under 10. According to her mother, Bobbie would rather practice her steps than play. "In fact, to Bobbie, her dancing IS play!"



TROUPER—Little Bobbie Lynn Cardenez receives plaudits from her mother, Clarita Cardenez of SD Plant 2 (Dept. 603), and Byrd Holland, director of TV program on which Bobbie appears weekly.



BE-WITCHING—Fran and Vic Westfall (SD Dept. 129) proudly display new "home," 35-ft. Danish-built cutter, "Red Witch."



COZY—The Westfalls (left to right)—Fran, Clyde, Vicki, and Vic—gather in main cabin of "Red Witch" for cozy evening of homework, reading, sewing.

Trick of 'Toe-Sliding' Trombone Takes Astro Man on Europe Tours

Brassy renditions of the "Twelfth Street Rag" on a slide trombone are fairly commonplace in jazz circles, but a Convair Astronautics man plays it with one foot!

That's right, he pumps the slide with one end firmly clinched between his first two toes.

Clyde Helmer, a member of Astro's communication department, has been utilizing this trick for almost a decade. It has earned him two world tours, a nationwide television appearance, plus the opportunity of performing before some 50,000 persons around the globe.

Helmer learned to toot his trombone at a Biwabek, Minn. high school. To break the monotony of rehearsals he used to slip off one shoe—and use his foot to work the slide. That started it.

Moving to California, Helmer enrolled at UCLA and forgot his old trick. He did gain fame as a trombonist with Red Nicholas and Pete Daly and took his own group, the Rampart Street Six, to a Dixieland Jubilee in Los Angeles, considered the "world's series of jazz."

Armed with a music degree, Helmer found his career interrupted by a tour of service duty. He reported to Fort Ord and promptly landed a place in the base band.

"Musicians were plentiful and I knew sooner or later I would have to take up 'KP' duty, a disheartening chore to me," Helmer said. "So I revived my old trick and started to appear as a soloist and novelty act at base shows."

His fame spread and Helmer jumped from one service show to another. He transferred to Fort Lee, Va., and promptly won an Army talent show. He later appeared with Arlene Francis on her nationwide "Talent Patrol" TV program.

Next came an invitation to tour Far East Army bases and he tooted and pumped across Alaska,

No Yard to Mow

Westfall Family Settles Down In Danish-Built Home Afloat

The family of Vic B. Westfall (Convair SD-Dept. 129-0) is settled in its new home.

In this case, the Westfall home is—as it has been for over five years—aboard a boat tied up at the Silver Gate Yacht Club on Shelter Island at San Diego.

But, as of a couple of weeks ago, Mom, Pop, Vicki, 11, Clyde, 9, and Chela, the family cat, moved into the three cabins of their new 35-ft. Danish-built cutter, called the only boat of its type in existence.

Westfall climaxed several years' planning when he took delivery of the "Red Witch" at Newport Beach last month. The boat, designed by the Copenhagen marine architect, Knud Hansen, from 150-year-old plans of an

inter-island trading vessel, was built by a Danish boat-building family of three generations.

The sail boat had been in the building since August of 1957. "Unique features of the 'Red Witch,' as we have named her, attracted so much attention that she was kept in Denmark several months after she was finished so that people from all over Europe could see what she looked like," Westfall said.

The boat carries the original cutter rig with three head sails—a square sail, topsail, and gaff head main sail. It is the first boat, less than a 45-footer, to be built with a "great cabin aft" (cabin in the stern).

It sleeps six, two bunks in each of the three cabins. Each cabin has its own hatch and plenty of clearance—6-ft. head room. The boat is equipped with a Mercedes-Benz 37 hp engine for auxiliary power.

"It is strictly a cruising vessel," explained Westfall. "There is no electricity aboard. Kerosene is used entirely for all purposes—cooking, heating, and lighting."

Mrs. Westfall said that she enjoys the simplicity of keeping house in a boat. "It only takes half an hour to have everything spotless, and when the deck is hosed down, the yardwork is done, too!" Having two industrious brass polishers in the family makes the work easier yet as both Vicki and Clyde like to keep the knobs and fixtures shining.

Ordered through Scandia Imports of Newport Beach at a cost of \$24,500, the cutter arrived in Wilmington aboard the SS Lionsgate after a month's voyage from Copenhagen.

For the present the Westfalls will be sailing their "Red Witch" to nearby places on weekends, but eventually they hope to strike out on a world cruise.

Jet, Rocket Experts Attend Institute

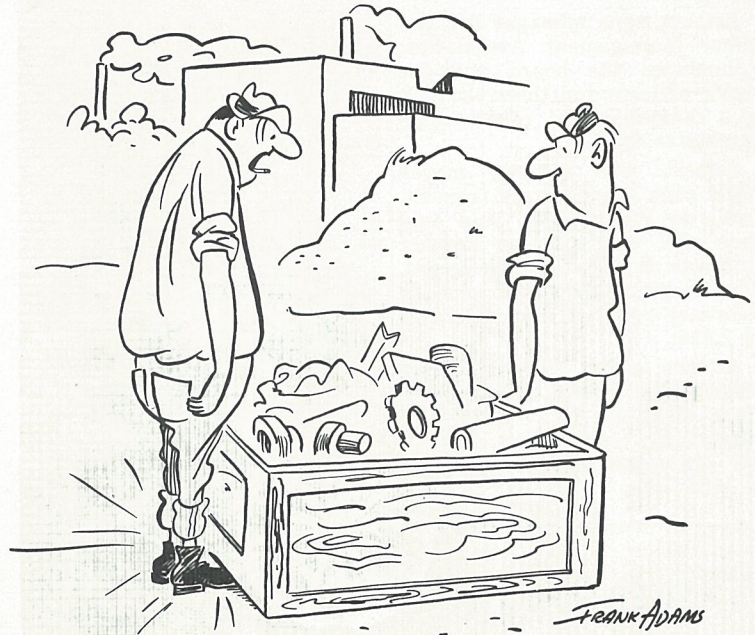
About 100 jet and rocket combustion experts attended the March 23-24 session of the Western States Section of the Combustion Institute co-sponsored at San Diego by SD State College and Convair scientific research department.

Main banquet speaker was Dr. Edward P. Ney, professor of physics of the U. of Minnesota, who talked on "Van Allen Radiation Belts—Artificial and Natural."

Among subjects covered by the 15 technical papers read during the two-day meeting were problems of detonations in solid propellants and experimental research in high-energy fuels.



TOE TALENTED—Clyde Helmer of Astro demonstrates technique that won him two world tours, nationwide TV appearance and many fans while an Army enlisted man. Six-foot, 230-pound Helmer still performs feat before local audiences. His favorite is "Twelfth Street Rag."



"Let's just stand here and rest a minute . . . my feet are KILLIN' me . . ."

Stromberg-Carlson Stresses SCATE Sale

ROCHESTER—A new sales force with exclusive responsibility for the sale of SCATE—Self-Checking Automatic Test Equipment—in Stromberg-Carlson's Electronics Division has been announced.

SCATE is a pre-programmed, automatic computer-type test system which can reduce the time required to check modern weapon systems from hours to minutes.

SCATE can be adapted to test any missile, aircraft, or ground electronic system.

NEWS FROM OTHER DYNAMICS DIVISIONS

General Dynamics Corporation, created in April, 1952, as successor to Electric Boat Company, is composed of six divisions and a Canadian subsidiary, Canadair Ltd. of Montreal, airframe builders. The divisions are:

Convair, head offices at San Diego, Calif., aircraft, missiles and space systems.

Electric Boat of Groton, Conn., submarines.

Stromberg-Carlson, of Rochester, N.Y., telecommunications, electronic equipment.

Liquid Carbonic of Chicago, Ill., carbon dioxide producer, industrial and medical gases.

General Atomic of San Diego, Calif., nuclear research, development, production.

Electro Dynamic of Bayonne, N.J., electric motors, generators.

* * *

Canadair 540 Starts World Sales Tours

MONTREAL—First of three world sales tours of the Canadair-Convair 540 jet-prop transport began last month, when a 540 left Montreal for a 17,000-mile tour of the United States and Western Canada.

The 540, powered by two Napier jet-prop engines and developed from the Convair 240, 340, 440 series, will be demonstrated to airline operators, owners of executive aircraft and military authorities. A second 540 leaves late in April for a 25,000-mile tour of South America and a third is to leave in May for a tour of Europe.

The first 540 will visit 19 North American cities in the next two months and cover 12,600 miles in point-to-point flights. First stop is Utica, then on to New York, Washington, Atlanta, Houston, Dallas, Fort Worth, Las Vegas, St. Louis, Chicago, Detroit, Minneapolis, Winnipeg, Edmonton, Calgary, Vancouver, Seattle, San Francisco, and Los Angeles.

Electric Boat Gets Contract to Build Sub Missile Device

GROTON—Submarine sailors soon will operate nuclear subs and fire ballistic missiles from the ocean depths—without ever leaving port.

An electronic simulator, called the "submarine FBM (fleet ballistic missile) training facility," will make the land-based training of missile sub crewmen possible, according to an announcement made by the Navy.

Electric Boat has been selected to undertake the design and construction of the unique simulator's diving, steering and navigational systems under a \$1½ million contract with the U.S. Naval Training Device Center, Port Washington, N.Y. The missile fire-control system has been assigned to Curtiss Wright, with General Dynamics responsible for technical integration of the entire project.

Senior Citizen In Retirement

A partnership of over 35 years came to a close last month.

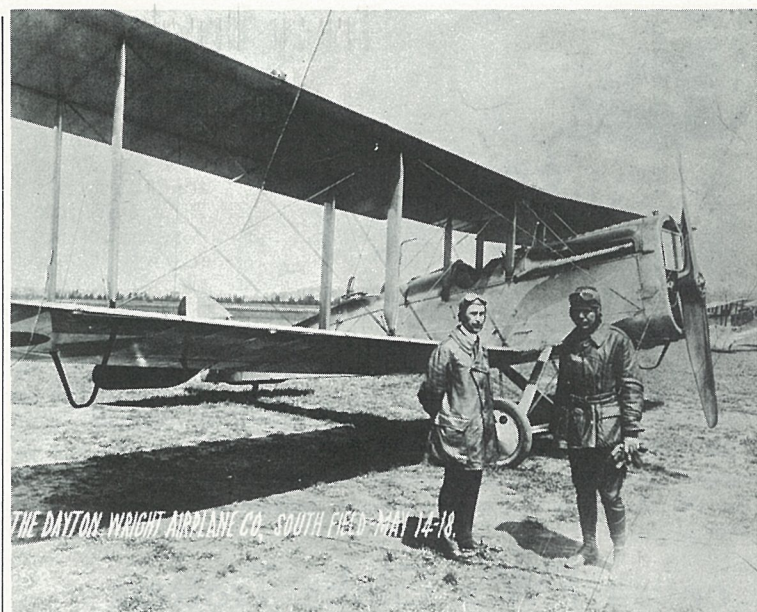
Leo Bourdon, well-known and well-loved figure at Convair San Diego, has retired, ending an active association of man and company, dating back to pre-Convair days in Greenwich, R. I., and Buffalo, N. Y.

In point of service, Bourdon was Convair's most senior citizen.

He came to San Diego with Consolidated in 1935 and served in various capacities as superintendent and foreman.

Looking back, Bourdon recalls his association with Convair as a happy one. "It gives me satisfaction to think that I grew up with Convair, with mutual benefit to both of us," he said.

Bourdon, now 72, has not made elaborate plans for his retirement, but has always been an avid hobbyist (building detailed replicas of everything).



ORVILLE WRIGHT—Just after completing a flight in De Havilland 4 is Orville Wright, left, and Howard Rinehary, chief pilot of Dayton-Wright Airplane Co.

Gallaudet Co. Dissolved After Study by Fleet

(Consolidated Aircraft, from which Convair stemmed, was created in 1923 from the assets of Gallaudet Aircraft plus designs and engineering talent from Dayton-Wright Co. Following is another installment in a continuing history of Convair which relates the end of Gallaudet and describes some of the early history of Dayton-Wright.)

When Reuben H. Fleet took over direction of Gallaudet Aircraft Corp. as general manager in the fall of 1922 (at a time when the company had lost nearly \$3 million since World War I) the directors asked Fleet to study the operation from the inside for three months, then report back.

He did—with the conclusion that Gallaudet "has nothing worthy of perpetuity or continuity, and would not bring more than \$100,000 if you could find a buyer." In addition, he reported that he wanted to form a company of his own, with his own resources, and offered the directors this proposition:

"I will finish off your contracts. Since labor will lag at cutting off its meal check, I will use the men on my own work as they are available, and pro-rate the labor costs. I will charge my salary fifty-fifty to you and me. I will use materials from your stock room on my own work, at cost plus 10 per cent. For rent, I will pay you 10 per cent of my own profits, if any. Thus, I will kill off your company to your best advantage while establishing my own."

The directors were deeply distressed, but decided to accept Fleet's offer. The major thereupon set about forming Consolidated, which he organized as a Delaware corporation with an authorized capitalization of \$60,000 in shares of \$100 par value. Actually, only \$25,000 was issued; Fleet subscribed \$15,000 and his sister, Lillian Fleet Bishop, \$10,000. For aircraft designs and an engineer, he turned to General Motors, which had decided to close out its aircraft subsidiary

(Dayton-Wright Co.) at Dayton.

Dayton-Wright had a history of its own.

In 1915 Orville Wright sold his Dayton factory and patents to the Simplex Automobile Co. syndicate and the next year entered into a period of informal collaboration with Charles F. Kettering, inventor of the auto self-starter.

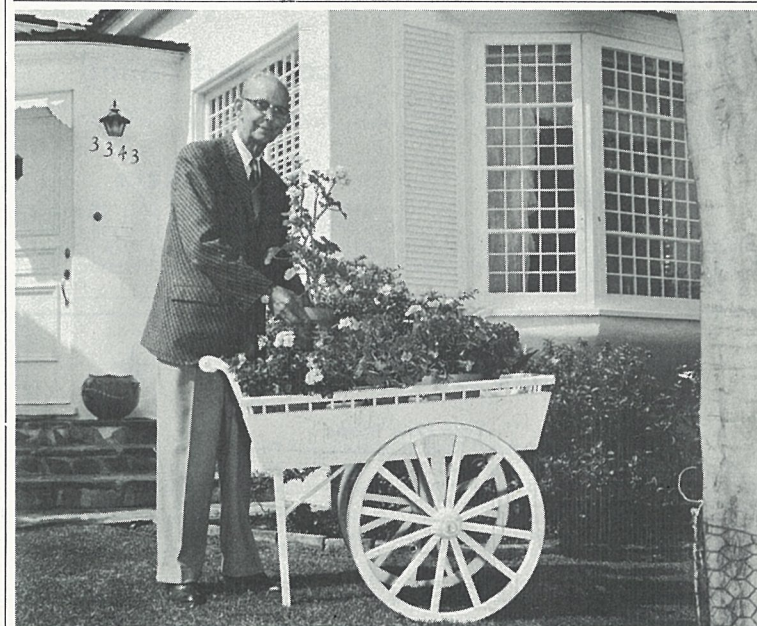
Early in 1917 Kettering organized the Dayton Airplane Co. with three associates—E. A. Deeds (later the head of National Cash Register); Col. Harold E. Talbott, a paper mill and power plant industrialist; and the latter's son and business associate, Harold E. Talbott Jr. (later Secretary of the Air Force). Wright was retained as consultant and the company put up a shop and hangars at South Field, near Dayton.

With additional capital supplied by a Detroit group, the enterprise was reincorporated as the Dayton-Wright Airplane Co. on April 9, three days after the U. S. entered the war.

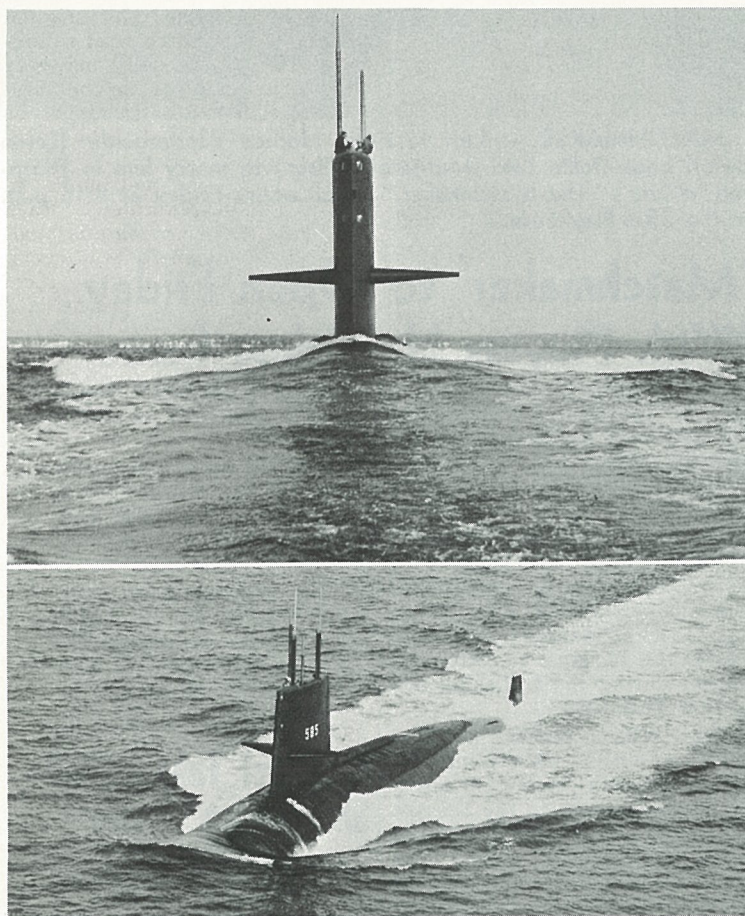
Dr. J. K. Leverett Given President Citation

Dr. J. K. Leverett of Convair Fort Worth this month was awarded a Presidential Unit Citation and Presidential Unit Citation Ribbon Bar transmitted to him through the commandant of the Eighth Naval District at New Orleans.

The citation came as a result of Dr. Leverett's service with the First Marine Aircraft Wing during the Korean War. Dr. Leverett is Convair Fort Worth's chief physician and head of personnel department's medical section.



LEISURE TIME—Leo Bourdon, Convair's most senior citizen, recently retired, takes pride in landscaping and flowers at his San Diego home.



FLEET'S FLEETEST—World's fastest nuclear powered submarine, Skipjack, built by Electric Boat Division, shown in dramatic photos taken during builder's trials last month. Note blimp shape and diving planes on "sail" (formerly known as conning tower).

Guards Need Photo Memories To Keep up on Different Badges

Security guards at Convair SD aren't memory experts but sometimes it might help.

Seventeen new badges and three new identification cards issued last month to various customer representatives and other outside groups skyrocketed the total guards must remember.

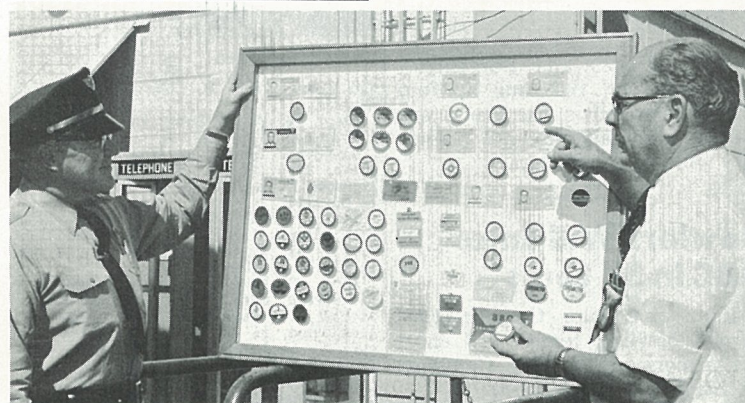
For security's sake, guards must be familiar with roughly 600 signatures (those authorized to sign passes), 40 badges, 19 different identification cards and over 700 cars with in-plant clearance.

And many of the "old-timers" know the faces that go with the badges, cards, signatures and cars!

'Space Exploration' Bossart Talk Topic

"Space Exploration Problems" was the topic of K. J. Bossart, assistant to Convair's vice president-engineering, at the March 26 meeting of the American Society for Metals at the Lafayette Hotel, San Diego.

Bossart's lecture was an introduction to this month's ASM educational program on space metals.



COUNT 'EM—C. M. Durst, SD guard chief (right), points out additions on badge board to D. D. Hendry. Additional badges and cards issued last month swelled total guards must remember.



SKI LIFT—Willie and Nadine Park, just back from a ski trip to Aspen, Colo., have become known as "globe trotters" at Convair Fort Worth. They've traveled Europe, Mexico and Hawaii, among other places.

Convair FW's Globe Trotters Ski in From Aspen Vacation

Skiing in the Rockies, traveling Europe on bicycles and exploring the British Isles in a sports car have tagged Willie and Nadine Park as a pair of Convair Fort Worth "globe trotters."

Park, a senior nuclear engineer, and his wife just returned from a ski trip to Aspen, Colo. And now they're already planning another next year in Canada.

Shortly after graduation from

the University of Wichita in 1950, Park and his roommate pedaled bicycles through most of England, France, Germany, Italy and other European countries.

Mrs. Park recently returned from a trip abroad with her 75-year-old mother. They bought a foreign sports car in Southampton and racked over the British Isles with a fine toothed comb, taking time out for the World's Fair in Brussels. Canada's next.

Black Elected Bridge Prexy

Gene Black heads a slate of newly elected officers for the CRA bridge activity, G. P. Anderson, CRA bridge commissioner, announced this week.

Henry Weltman was elected vice president for night activities, while Mrs. C. J. Hall was named vice president of daytime activities.

Secretary is Mrs. C. L. Seacord. Program committee chairmen will be Mrs. Gene Black (day) and H. H. Pinkerton and I. B. Hale for night play.

The prize committee will be chairmanned by the H. H. Pinkertons, and the new historian is Mrs. J. W. Gregg.

CRA's annual bridge tournament was tagged a success. Grand overall winners were Mrs. C. L. Seacord and Mrs. E. B. Maske. Overall team of four winners were the A. J. Bryans Jr., Mrs. Charles M. Moore and Dick McNeese.

Al Kramer and Don Reid took the men's pairs, and Mrs. Herman Ankenbruck and Mrs. J. R. McLamore took women's pairs. In mixed pairs, Mrs. A. Judson Bryan and Henry Baer won. Shirlee Harris and Edward L. Rosen took top honors in the open pair two session event.

Lloyd Teneyck and James R. Lyddy were first in the consolation.



MATCHMAKER — Left to right, Horace Vandergelder (Erwin Swint) begs Dollie Levi (Margaret Wilson) to marry him in Thornton Wilder's "The Matchmaker," which opens Friday at 8:15 p.m. at the CRA Playhouse.

'Matchmaker' to Open Friday With Players Unfolding Farce

Curtain rises at 8:15 p.m. Friday on Thornton Wilder's "The Matchmaker" as CRA Wing and Masque players unfold the farce at their 2966 Park Hill Drive Playhouse.

The play, under direction of E. Stanton Brown and Chesley T. York, concerns a determined matchmaker, Dollie Levi (Margaret J. "Maggie" Wilson), who's out to land a match for herself during the frolicking 80's in New York City.

Miss Wilson makes her first appearance with Wing and Masque in this production but is by no means new to the theatre.

She got her start in show business as a singer selling war bonds from a one-man Japanese submarine in her native Corsicana, Texas. She continued singing and sang her way through Navarro Junior College, where she became interested in dramatics.

Chosen by the late Margo Jones as the best character actress in the junior college state play festival in "The Old Lady

Shows Her Medals," she continued her education at Ohio State University.

Miss Wilson was a vocalist at KOTA-TV in Rapid City, S. D., and at one time had her own radio show over KAND in Corsicana.

"The Matchmaker" runs April 3, 4, 9, 10 and 11, and tickets are available by calling the box office at WA 4-8975 or CI 6-1882 or at the CRA office.

Lockhart Takes 1959 Shutterbug Crown

Winner of the CRA camera club 1959 "photographer of the year" title goes to George Lockhart, Commissioner Miles Rogers announced this week.

Lockhart was chosen on a point system of entries in color and black and white contests and also for the number of place wins since last April. His prize was \$20.

Eddith Eggleston got both "the print of the year" and "slide of the year" titles and stashed away \$20 for each.

Lockhart was elected to head the shutterbugs as president at their recent election meeting.

The club is planning a field trip through Mrs. Baird's Bakery on April 8.

Log Book Entries

Promotions

Promotions to and within supervision, professional and administrative effective March 16:

Dept. 6: to design engineer sr., L. A. Douglas, R. J. Kiolbasa, E. F. Thomas Jr.; to engineering writer, W. O. Denman, R. L. Smith; to flight test engineer, P. R. Haught; to flight test engineer sr., R. Kendall J. B. Murphrey.

Dept. 7: to development liaison man, J. M. Hart; Dept. 12: to flight captain, E. E. Guthrie Jr.; Dept. 25: to sr. plant design engineer, J. E. Dillman.

Dept. 30: to assistant foreman, R. E. Sassman; Dept. 32: to assistant foreman, G. C. Litchfield; Dept. 63: to foreman, W. L. Frye Jr., B. Winfield.

Dept. 85: to customer service engineer, R. D. Caddell, G. A. Williams Jr.

Awards

The following received Employee Suggestion awards totaling \$1,317.40 for the period ending 12 March:

E. E. Miller; Dept. 3, C. A. Hackney, B. J. Keator; Dept. 4, J. W. Arendall, D. C. Clark, P. C. Crysel, W. E. Meacham, M. K. Powers, F. V. Solomon.

Dept. 17, R. Brown; Dept. 22, W. H. Hall, C. R. McDaniell, W. B. Westbrook; Dept. 24, R. J. Heist, W. G. Holbrook.

Dept. 25, V. E. Cochran, R. W. Schwartz; Dept. 27, T. E. Cox, H. L. Law, G. D. Ray, J. D. Tomerlin; Dept. 28, R. E. Holden, T. P. Tyler.

Dept. 29, L. B. Johnson; Dept. 33, R. H. Atkins, R. D. Stinson; Dept. 35, T. P. Collins, B. L. Jackson, M. C. Roop Jr.

Dept. 46, B. G. Docktor; Dept. 54, A. J. Larson Jr.; Dept. 56, J. B. Greenhaw; Dept. 64, A. R. Crummel, A. A. Grimes; Dept. 65, W. H. Everidge; Dept. 82, A. E. Farris.

Retirements

CONWAY—J. G., Dept. 64. Original hire date April 8, 1943 (FW), retirement effective April 10. General Delivery Rainbow, Texas.

DAVIS—Earl, Dept. 25. Original hire date June 25, 1942 (FW), retirement effective March 27. 1004 E. Leuda, Fort Worth, Texas.

DENNIS—E. B., Dept. 81. Original hire date July 20, 1936 (SD), retirement effective March 13. 7905 Harwell, Fort Worth 8, Texas.

KING—W. H., Dept. 24. Original hire date May 4, 1943 (FW), retirement effective March 20. 2125 Weatherbee, Fort Worth, Texas.

McCULLARS—D. M., Dept. 99. Original hire date April 25, 1951 (FW), retirement effective February 26. 2912 S. Caddo Trail, Fort Worth, Texas.

McDANIEL—W., Dept. 31. Original hire date October 1, 1946 (FW), retirement effective March 19. 3613 N. Littlejohn, Fort Worth, Texas.

Births

Fort Worth

BEISSNER—Mark Steven, boy, 7 lbs. 5/2 ozs., born March 2 to Mr. and Mrs. F. L. Beissner, Dept. 6-1.

GOSS—Gwendolyn Yvonne, girl, 8 lbs., born March 14 to Mr. and Mrs. M. L. Goss, Dept. 75.

JONES—Charles Arthur, boy, 8 lbs. 3 ozs., born March 16 to Mr. and Mrs. R. Kent Jones, Dept. 6-5.

Daingerfield

GREGORY—Susan Elise, girl, 7 lbs., 3 ozs., born March 7 to Mr. and Mrs. P. L. Gregory, Dept. 2.

SAMMONS—Donna Elizabeth, 7 lbs. 14 ozs., born March 13, to Mr. and Mrs. W. H. Sammons, Dept. 2.

Deaths

DOYLE—M. L., Dept. 63, died March 10. Survivors include his wife, two daughters, one son, his mother, one sister and two brothers.

HENNESSEY—J. R., Dept. 27, died March 23. Survivors include his wife, two sons, one daughter, his mother, one sister and two brothers.

INMAN—W. A., Dept. 31, died March 16. Survivors include his wife, two daughters and one son.

Cards of Thanks

I would like to thank all the Convair employees and their families who were so kind to Armi during her illness and for their sympathy and understanding to me at the time of her death.

T. J. Sullivan, Dept. 11-0

We wish to thank our many friends at Convair for their expressions of sympathy following the death of our son Stan Alan.

L. B. Smith family, Dept. 6-7

This is to express my deepest gratitude for both the moral and financial support rendered me during my recent bereavement by Convair employees, our Con-Trib-Club, employees in Dept. 15 and all my other friends. It is sincerely appreciated.

K. Simmons, Dept. 15

We wish to express our sincere thanks to our many friends for all the flowers and other expressions to us following the recent loss of our brother.

R. D. Cornelsen, Dept. 74

Oliver Cornelsen, Dept. 25-3

I would like to express my sincere thanks to Dept. 64 (second shift) for the flowers and other expressions to me following the recent loss of my mother.

L. L. Morgan, Dept. 64

Lost and Found

LOST—ladies green billfold. Contact Doris Strange, Dept. 24-7, ext. 3809.

Hitchhikers

RIDE WANTED—from 2021 Hemphill, 7-3:45 shift, call C. W. Burns, ext. 3909.

RIDE WANTED — from 5008 Gilbert, 8-4:45 shift, call Jeane Hargrove, ext. 2951.

Colonel Hall Awards Seven Service Pins

Col. Leonard R. Hall, Convair Fort Worth Air Force plant representative, awarded seven service pins which represented a century of civil service during a brief ceremony in his office recently.

A 30 year pin was awarded to James E. Mengers, a 20 year pin was awarded to Ernest B. Thornton and 10 year pins went to Lorraine P. Gumm, Flora N. Eastwood, Bill A. Findley, Theo K. Pogue and James E. Willett.

All were present for the presentation except Thornton and Mrs. Gumm.



WINS ITALIAN TOUR—Here Bill Watson, son of W. H. Watson of Dept. 6-4, is caught before boarding plane bound for Italy last Thursday. Watson, a Star-Telegram paper carrier, won the trip in a contest with 700 others in this area.

Paper Carrier Flies to Italy As Reward for Sales Efforts

Bill Watson, son of W. H. Watson of Dept. 6-4, left last Thursday by airline for sunny Italy as a reward for his newspaper salesmanship in a contest with about 700 others.

Young Watson, 17, has been delivering papers for the Star-Telegram for about three years. The contest he had entered was sponsored by the newspaper and Parade magazine, the Sunday supplement.

The Paschal senior was flown to New York City last Thursday to begin the first leg of his "expense paid" tour. The tour of Italy includes Rome, Florence,

Venice, Naples and Sorrento.

Escorted on the tour by four Parade executives, the group was also accompanied by six university youth counselors.

Bowlers Will Enter ABC in St. Louis

Four five man Convair Fort Worth bowling teams will enter the American Bowling Congress in St. Louis April 22-23.

The teams are captained by John Harpstrite, Harvey Stark, Mike Nellis and Russ Purnell.

The Passing Years

Fort Worth

The following service emblems were due during the period April 1 through April 15.

Twenty-five year: Dept. 6, M. E. Aldrich.

Twenty-year: Dept. 6, C. R. Curnutt; Dept. 36, O. J. Olsen.

Fifteen-year: Dept. 6, W. C. Rice; Dept. 9, A. V. Cato; Dept. 22, M. C. Snider, J. L. Tillery; Dept. 24, G. P. Goodman.

Dept. 25, W. E. Johnson, L. T. Lee; Dept. 27, R. J. Roberts, D. B. Tallon;

Dept. 31, W. Inman; Dept. 46, C. Albertson, R. W. Brooks, R. Lec, T. A. Sloan, J. D. Stult.

Dept. 48, C. N. Gruben; Dept. 54, C. R. McDaniell; Dept. 55, O. E. Meek; Dept. 58, A. A. Davis, F. A. Lovern.

Dept. 64, C. S. Copeland, L. F. Cowart, J. A. Ewing; Dept. 65, J. L. Bradley, L. W. Turner.

Dept. 74, W. A. Long; Dept. 82, W. C. Cowan, R. W. Jones, A. C. Stults.

Ten-year: Dept. L. Arnold, K. Hargrove; Dept. 6, J. B. Hansard, H. L. Henson, B. E. Moore, H. L. Roland, V. L. Salzman.

Dept. 7, F. A. Miles Jr.; Dept. 8, C. D. Stell; Dept. 11, E. H. Ocheltree; Dept. 19, L. D. Lipscomb; Dept. 20, J. W. Brock, L. E. Morgan.

Dept. 21, D. D. Browning; Dept. 22, S. M. Burton; Dept. 24, R. W. Lynch, H. G. McFall Jr.; Dept. 25, R. L. Davis Jr., J. Elwood, H. O. Holaman, F. H. Kilgore, C. C. Lancaster, J. T. Rench, E. L. Robertson, W. O. Wilkerson.

Dept. 27, B. D. Faries, C. A. Markum, G. T. Teague; Dept. 32, D. B. Shepard; Dept. 33, E. Bernard; Dept. 35, M. R. Martin.

Dept. 75, J. Payne; Dept. 81, W. E. Gilliland, O. G. Peavler; Dept. 82, C. F. Drummond; Dept. 89, G. L. Cox, J. F. Francisco, E. E. Ragsdale.

M. E. Aldrich

Castleman, H. P. Christian, W. S. Turner.

Dept. 74, W. A. Long; Dept. 82, W. C. Cowan, R. W. Jones, A. C. Stults.

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★ Convairiety ★

First Place Winner
International Council of Industrial Editors

Founded Sept. 1, 1948. Published in six editions (Fort Worth-Daingerfield, San Diego, Pomona, Astronautics, Mail Edition and Antelope Valley-Holloman) by Convair Industrial Relations, General Offices, San Diego, Calif., Logan Jenkins, editor.

Approximate current total circulation, over 65,000. News items and letters to the editor are solicited, but no advertising can be accepted.

SD Editorial Offices, Building 32, Plant 1, ext. 1071. Staff: Grayce Fath, Helen Pemberton, Fred Bettinger.

FW Editorial Offices, Col. 73-C, Ext. 2961. Mailing Address: Convairiety, Convair, Fort Worth, Texas. Telephone PE 8-7311. Staff: Bob Vollmer, Fort Worth editor; Pat Baker, Mary Beck.

Astronautics Editorial Offices, Bldg. 2, new plant, ext. 1154. Staff: Bryan Weickersheimer, Astronautics editor.

Pomona Editorial Offices, Room K-222, Bldg. 2, ext. 6226, mail zone 3-8. Staff: James Combs Jr., Pomona editor; Dorothy Keller.

Antelope Valley Editorial Offices, Room 31, Bldg. 301B, Palmdale, ext. 337. Staff: Betty Lou Nash.

Table Tennis Goes National

Four CRA table tennis players gave good accounts of themselves at the recent United States National Table Tennis Tournament at Inglewood, Calif.

Young Carolyn Norman advanced to the semi-finals of the women's singles but was defeated by Sharon Acton of California, the number two ranking women's table tennis star in the nation by a score of 3 to 1.

Miss Norman defeated Barbara Chaimson of Washington in the quarter finals 16-21, 21-17, 21-19, 19-21 and 21-19. Miss Chaimson will compete in the World's Tourney in Dortmund, Germany, where she'll represent the states.

Lydia Norman, Miss Norman's mother, advanced to the finals of the women's consolation losing to Lois Hutt of Denver. She won the only trophy for Texas.

CRA's Louie Lancer made it through eight finals before losing to Robert Van De Walle of Chicago 21-18, 21-13 and 21-16. Van De Walle is another U. S. team member.

John Rangel reached the semi-finals of the men's consolation before he lost.

Miss Norman and Lancer teamed up to reach the quarter finals in mixed doubles but bowed to Bobby Fields and Miss Acton of California.

The mother and daughter Norman combination reached the semi-finals of the women's doubles before it lost to Susie Hoshi and Tiny Eller of the gold coast state.

Bowling Team Places In NMA Tournament

Convair Fort Worth Management Club bowlers placed two teams in the top 100 in the nation at the recent eleventh annual bowling classic at South Bend, Ind., sponsored by the Michiana NMA Council.

The River Oaks Fence Co. came out thirty-eighth nationally, while Bird Dogs No. 10 rolled a seventy-fourth place standing.

Convair's teams were entered in the telegraphic category.

The ten other Management Club sponsored teams ranked from 133rd to 394th in the competition.

Finn Wall Assumes New Job As CRA Council President

Finn Wahl of Convair Fort Worth's Dept. 30 takes over his new chores as president of the CRA employee council along with a slate of other new officers effective today.

Wahl, who had been with the company for 17 years, was elected president during a business meeting of the council at the clubhouse last week.

Other new officers include Art Gilligan, vice president; Emory D. Weimer, secretary; and R. L. Norment, treasurer. Gilligan is in Dept. 4-6, Weimer in Dept. 25-2, and Norment in Dept. 4-7.

At last week's meeting, outgoing President M. A. (Milt) Stewart paid tribute to council members and expressed his thanks to the thousands of volunteers throughout the plant who have helped to make CRA activities successful during the

past two years when he was CRA president.

"The success of the Frontier Day program given by CRA for delegates attending the National Industrial Recreation Association conference held in Fort Worth in 1958 was due largely to the work of C. J. Hall, CRA business manager," Stewart said.

"And we were especially honored when NIRA elected Convair Fort Worth's Tom Croft as its president."

Stewart passed along special bouquets to the CRA office staff for its fine work and achievements throughout the year and asked the council to give new officers their support in future months.

Overall CRA council attendance during the past 11 months totaled something like 83 per cent. Members were lauded for this record.



NEW PRESIDENT — Finn Wahl, left, receives congratulatory handshake upon his recent election as CRA employee council president from outgoing prexy M. A. (Milt) Stewart. The newly elected officers take their offices effective today.

CRA Astronomers Make Plans For 'Scope Dedication April 18

Dedication ceremonies for the CRA astronomy club's new 19 inch telescope and dome will be held April 18 in conjunction with an awards buffet supper dance.

Astronomy awards will be presented to 21 people who have made the largest contributions

to the club and who have distinguished themselves as astronomers, Commissioner Art Gilligan said.

People to receive the CRA Astronomy Medal for meritorious service will be B. R. Stockman, William Johnson, Hardy Walton Jr., Ed Calvert, Marvin Fox, Bill Rapp, Joe Waggoner, Jim Green and Ralph Hopkins.

Also, H. Ankenbruck, Walt Burkhalter, John McCrear, Bruce Goss, Bruce Batchelor, Dave Norton, Skip Walton and five others whose names are being withheld until later.

Social hour will be from 6-7 p.m. at which time the buffet will be served. Awards and dedication festivities have been slated from 8:15-9:15 p.m. with dancing from then to midnight.

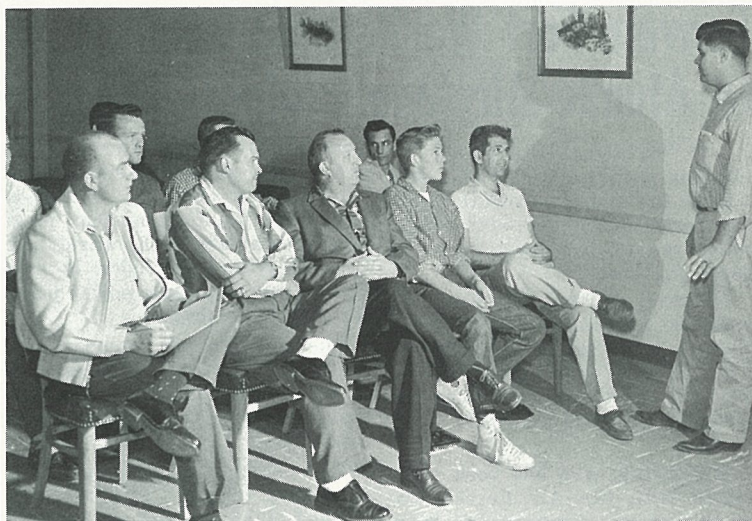
Table Tennis Set for April 11

A plantwide CRA table tennis tournament has been planned for 1 p.m. April 11 at the clubhouse.

Deadline for entering is April 8. Blanks are being picked up at the CRA office or from Stan Powell, tournament chairman, ext. 2572.



NEW STAUFFER—Convair Fort Worth women are now enjoying the recent installation of new Stauffer equipment at the CRA health club. Commissioner H. L. Carter reminded prospective health club and weight lifting people to renew their eligibility cards at the CRA office.



SOFTBALL—Commissioner R. L. Evans, right, briefs a group of prospective softball enthusiasts on plans for the approaching CRA season. A men's and women's league is being planned this spring, and Evans is searching for more players.



Rollicking Rockets Fire Up To Basketball Championship

CRA Rockets skyrocketed to the CRA basketball championship when they defeated Tooling 47 to 43 recently.

The Rockets, who took some honors in City League ball, came back at the end of the season to

play winner of the CRA and Convair Leagues for their title.

Tooling's quintette came out tops in the CRA Tuesday Night League, and Engineering was winner of the Convair Wednesday Night League.

When Tooling won over Engineers, they qualified to go against the Rockets.

The Rockets participated in state playoffs in Austin recently. They lost their first game with Fort Stockton, then won a forfeit from Houston, defeated Wichita Falls but finally bowed to Corpus Christi.

Commissioner D. R. Cooper says that awards will be given to each league winner.

"This has been a good year for us, and CRA has been well represented in the City League this season," he said.

Mrs. Bowden In CRA Post

Betty Bowden of Dept. 22-0 is the newly appointed co-commissioner of CRA women's activities to fill the vacancy created by the former Mary Smith, who left Convair after her recent marriage.

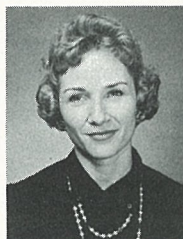
Mrs. Bowden will head the morning session and will work with the newly elected officers and the CRA office.

New morning session officers include Mrs. Glenn Carter, president; Mrs. Art Gilligan, first vice president; Mrs. Robert Case, second vice president; Mrs. B. M. Baggett, secretary-treasurer; Mrs. C. B. Nolan, hospitality chairman; and Mrs. Robert Snow, telephone chairman.

Next meeting for the morning group is set for April 8 at 10 a.m. when C. D. Taylor will present a travelogue illustrating various vacation spots.

Co-commissioner Winnie Leonard of the evening group does not plan to have another meeting before the spring fashion show slated for April 25 at CRA.

Mrs. Leonard said that arrangements for the show are being made with Cox's and that models from the store and from Convair will be on hand.



Betty Bowden

New Group Formed For Reliability, QC

Due to the increased interest in reliability in industry, a chapter of a professional group on reliability and quality control of the Institute of Radio Engineers was formed recently.

W. R. M. Burkhalter of Dept. 6-4 is the chapter chairman, and the vice chairman is L. T. Rankin with S. B. Chandler acting as secretary.

Plans for recruiting new members will be decided upon as soon as chapter by-laws have been set up.

Pieper to Address Industrial Engineers

"Conservation Through Material Handling" will be the subject of Convair Fort Worth's Frank A. Pieper when he speaks before the Fort Worth-Dallas chapter of the American Institute of Industrial Engineers tonight at Cattleman's Cafe.

G. H. Gustat, national president, will be present. Social hour starts at 6:30 p.m., dinner at 7:30 p.m., the meeting at 8:30 p.m.

Is It News?

Is it news? Then grab a telephone and call Convairity

Activities Calendar . . .

Convair Recreation Association events in the next two weeks are listed below. Readers interested may clip this column and save it for reference until next issue of Convairity. For more information, phone CRA office, ext. 2771 at Fort Worth, ext. 424 at Daingerfield.

Fort Worth

Tonight, April 1
ASTRONOMY: work parties, 7 p.m., CRA.
BRIDGE: master point session, 9:30 a.m., CRA.
CHESS: meeting, 7:30, CRA.
RANCH ACTIVITY: calf roping 8-10 p.m., ranch area, CRA.

Thursday, April 2
ARCHERY: shoot, 7-10 p.m., archery range, CRA.
ART: class, 7:30 p.m., FW Art Center.
BADMINTON: play, 7:30-10 p.m., Stripling Jr. High Gym.
RADIO: operating night, 7:30 p.m., CRA.
SQUARE DANCING: classes: beginners 7 p.m.; advanced 8:15 p.m., CRA.

Friday, April 3
BRIDGE: duplicate session, 7:45 p.m., CRA.
PLAY: "The Matchmaker," 8:15 p.m., CRA Playhouse.
RANCH ACTIVITY: cutting 6-8 p.m.; roping 8-10 p.m., ranch area, CRA.

Saturday, April 4
ASTRONOMY: work parties, 8:30 a.m.-3 p.m., CRA.
PLAY: "The Matchmaker," 8:15 p.m., CRA Playhouse.

Sunday, April 5
RANCH ACTIVITY: advanced riding lessons, 2 p.m., cutting 4-6 p.m.; roping 6-8 p.m., ranch area, CRA.

Monday, April 6
MOVIE: "Cavalry Scout" (color) with Rod Cameron. Shown lunch period, 50 foot aisle.
VOLLEYBALL: league play, 6:45 p.m., Southside Recreation Building.

Tuesday, April 7
CAMERA: photography class, 7-9 p.m., CRA.
MODEL AIRPLANE: control line meeting, 8 p.m., CRA.
RANCH ACTIVITY: cutting 7-9 p.m., ranch area, CRA.
STAMP: meeting, 8 p.m., CRA.
TABLE TENNIS: tournament, 7:30 p.m., CRA.

Wednesday, April 8
ASTRONOMY: work parties, 7 p.m., CRA.
BRIDGE: duplicate session, 9:30 a.m., CRA.
CAMERA: field trip, 7:30 p.m., Mrs. Baird's Bakery.
RANCH ACTIVITY: calf roping, 8-10 p.m., ranch area, CRA.
WOMEN'S ACTIVITIES: Mr. C. D. Taylor, "Travelogue—Vacation Spots," 10 a.m., CRA.

Thursday, April 9
ARCHERY: shoot, 7-10 p.m., archery range, CRA.
ART: class, 7:30 p.m., FW Art Center.
BADMINTON: play, 7:30-10 p.m., Stripling Jr. High Gym.
PLAY: "The Matchmaker," 8:15 p.m., CRA Playhouse.
RADIO: operating night, 7:30 p.m., CRA.

SQUARE DANCING: classes: beginners 7 p.m.; advanced 8:15 p.m., CRA.

Friday, April 10
BRIDGE: master point session, 7:45 p.m., CRA.
PLAY: "The Matchmaker," 8:15 p.m., CRA Playhouse.
RANCH ACTIVITY: cutting 6-8 p.m.; roping 8-10 p.m., ranch area, CRA.

Saturday, April 11
ASTRONOMY: work parties, 9:30 a.m.-3 p.m., CRA.
PLAY: "The Matchmaker," 8:15 p.m., CRA Playhouse.
TABLE TENNIS: plantwide tournament, 1 p.m., CRA.

Sunday, April 12
MODEL AIRPLANE: control line contest, 1 p.m., Forest Park.
RANCH ACTIVITY: advanced riding lessons, 2 p.m.; cutting 4-6 p.m.; roping 6-8 p.m., ranch area, CRA.

Monday, April 13
MOVIE: "The Happy Time" with Charles Boyer. Shown lunch period, 50 foot aisle.
VOLLEYBALL: league play, 6:45 p.m., Southside Recreation Building.

Tuesday, April 14
CAMERA: photography class, 7-9 p.m., CRA.
COIN: auction, 8 p.m., CRA.
RANCH ACTIVITY: cutting, 7-9 p.m., ranch area, CRA.
ROCKHOUSES: meeting, 7:45 p.m., CRA.
TABLE TENNIS: play, 7:30 p.m., CRA.

Convair Fort Worth Wins Nod In Atomic Airplane Project

(Continued from Page 1)

Convair proposes would give this nation the most powerful striking force in history—and would make the world's most powerful force for peace."

Pleasure at the announcement was also expressed by Capt. S. R. Ragar, who serves at Convair Fort Worth as liaison between Convair and the Air Force on the nuclear powered aircraft program.

Kalitinsky, who has been associated with the Air Force's nuclear aircraft program for more than a decade, coordinated the Convair Fort Worth team's efforts which developed Convair's winning presentation.

As many Convair FW employees know, the competition earlier had narrowed down to Convair FW and Lockheed Aircraft Corp.

Top ranking Air Force officials and consultants some months ago visited the Convair FW plant and Lockheed's plant at Marietta, Ga. They studied nuclear bomber proposals of both companies — and eventually gave the nod to Convair FW.

Teamed with Convair on the project is General Electric Co., which has the job of building the atomic power plant.

Kalitinsky said he feels the choice is a logical one since Convair Fort Worth was the first aircraft plant in the nation to go into nuclear research and development work.

"Our work in this field began in 1951, and included the design, building and testing of the world's first flying nuclear reactor," he added.

Kalitinsky also pointed out that Convair is a division of

General Dynamics Corporation, and that a sister division—Electric Boat at Groton, Conn.—is builder of the first nuclear powered submarines in the world, and General Atomic Division is now developing an atomic power plant for merchant ships.

The Air Force's nuclear aircraft program actually dates back to 1946—and Kalitinsky has been associated with the program since that time.

The new AF announcement does not mean, officials explained, that Convair will go on a hiring spree. Rather, personnel will be added only if and when the need arises.

If and when a full-fledged production program is authorized, a substantial build-up in employment may be in prospect.

Quality Work Advocated As Way to Reduce Costs

(Continued from Page 1)

In factory operations, scrap and rework are the biggest items to fight to cut costs—and quality work will keep them to a minimum.

A reworked part—one that wasn't made right the first time around—results in increased unnecessary costs because it must be processed a second time to correct defects.

Scrap—produced when a part

is an average of more than \$120,000 a month.

"So there's still a lot of room for improvement."

Ways employees can help reduce costs through quality work include these:

1. Help keep yourself and everyone else quality-conscious.
2. Maintain good housekeeping in your area.
3. Take steps required to prevent damage to material and equipment.
4. Work to the latest blueprints, planning and other instructions.
5. Work with the proper tools.
6. Use correct materials.
7. Be especially careful on work that is more difficult to control and where chance of error is greater.
8. Keep aware that your work—whether manufacturing, assembling or providing some service—is reflected in the final cost and quality of the airplane.
9. Do everything possible to make the end product something YOU would buy if YOU were the customer.



of material is beyond correction by rework—is even more costly. It results in increased unnecessary costs because both the material and the work that went into it go down the drain—and produces nothing.

"We made a big improvement in reducing scrap and rework in 1958," said McClure. "We show a whopping 48.7 per cent improvement during last year—but we still counted up almost \$1½ million in scrap and rework. This

Tickets on Sale For 'Creativity Program'

(Continued from Page 1)

pose into their personal, business and professional lives.

Internationally known, the former Notre Dame professor and author of several advertising books has long been a drawing card.

"We need individualists today," he declared. "A committee could never have painted the Mona Lisa. The greatness of individuals is in being different and creative."

Tickets are \$3.50 and include both the creativity show and the luncheon. Officers, members of the board of control and the usual ticket agents are in charge of a limited 500-ticket sale.

Neighboring NMA clubs throughout the Dallas-Fort Worth area have been invited.

Convair Men Among Council Candidates

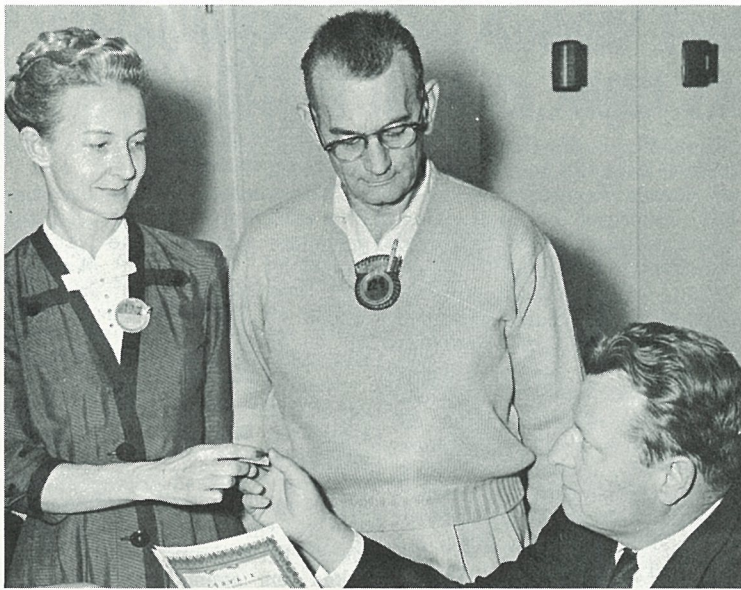
Three Convair Fort Worth people are among the 27 candidates running for places on the Fort Worth City Council in the April 7 election.

Those in the race are Ted R. Yarbrough, Leslie H. Baker Jr. and R. Kent Jones.

Yarbrough, 43, has been a Fort Worth resident 17 years. He joined the company in 1951 as a development project man and is presently assigned to the B-58 flight test program.

Baker, who has 10 years service with Convair, works as a development liaison man. A 35-year-old resident of Fort Worth, he holds a bachelor's degree from TCU.

Jones works as a design engineer in Dept. 6-5 (GSE). He is a civil engineering graduate of Marquette University.



NEW PINS—Left to right, Nona Poston of Dept. 19-2 and Robert M. Brackney of Dept. 22-9 receive first of new Employee Suggestion pins and certificates now being awarded at Convair Fort Worth. B. G. Reed, assistant division manager, made presentation.



1,700 Hear Frank Davis

(Continued from Page 1)

better our program. We've got the best equipment of any plant in the country," he said.

In answer to his question of where we are today, Davis said that we exist in only one instant in time—now. He said that with the present international situation, the country is faced with the question of how much it can spend on military preparedness.

"Our customer must seek the most economical means of maintaining military preparedness, and for this reason we have got to do a good job but at the same time keep costs at the very minimum," he concluded.

"In the B-58, Convair reversed the trend toward larger and larger airplanes. It is smaller—and therefore cheaper—than it might otherwise be."

Davis said that General Dynamics Corporation divisions are now "the champion—and can expect no quarter from any competition nor any preferred treatment by a customer."

T. F. Paniszczyn of Dept. 6 was recognized as winner of the 1958 President's Award. He will receive his official award from top management at a meeting set for October. The other eight nominees for President's Award were recognized and presented with gold cuff links, a tie clasp and a lapel pin.

First New ES Pins Awarded

The first new Convair Fort Worth people to wear the new Employee Suggestion pins are Nona Poston of labor accounting and Robert M. Brackney of Dept. 22-9.

The two were presented with the new pins and also new ES certificates in a brief ceremony at which B. G. Reed, assistant division manager, presided.

Both Mrs. Poston and Brackney were chosen to receive the first awards because they now lead in the amount of savings on installed Employee Suggestions thus far this year. Mrs. Poston saved the company \$3,275, and Brackney has saved the division \$2,530. Their suggestion awards were ten per cent of these amounts.

Presentation of the awards is a part of the newly revised ES and CIP program at Convair Fort Worth.

Every eligible suggestor will receive a sterling lapel pin for his or her first ES or CIP installed after Jan. 1 of this year, M. J. Scott of the suggestion section said.

Backlog Set At \$2 Billion

(Continued from Page 1)

in 1958. It is expected that they will exceed this figure in 1959.

"As is true in every new venture," Pace said, "serious problems and financial risks face us at the beginning, but the long-term potential is so great that the directors and I look forward with confidence . . ."

He listed as examples of the corporation's "unique capability": orbiting the Atlas earth satellite; Atlas full-range flights; voyages of USS Nautilus and USS Skate under North Pole; 60-day submergence of USS Seawolf; successful builder's trials of world's fastest submarine, the Skipjack; invention, design and production of nuclear research reactor "Triga"; performance of B-58 Mach 2 bomber; roll-out and early test flights of 880.

Grads Choose Convair Jobs

Ninety per cent of the spring graduates who have been taking part in a cooperative study-work program with Convair FW, involving some 16 colleges and universities, have chosen to go to work for Convair.

The students have been alternating semesters of classroom study with periods of actual work at Convair FW.

Currently there are 85 students in the program, with 29 actually at the FW plant.

Participating schools include SMU, University of Texas, Texas A&M, Texas Tech, Weatherford Junior College, Arlington State College, the University of Kentucky, Georgia Tech, Louisiana State University, Louisiana Polytechnical Institute, Virginia Polytechnical Institute, Northwestern University, University of Oklahoma, Oklahoma State University, Baylor University and Illinois Institute of Technology.

DEADLINES SET ON SMU EXAMS

Deadlines for applying for entrance exams into the Convair-SMU graduate engineering program have been set for April 4 and April 18.

Prospective students applying for the first entrance exam on April 11 have been asked to sign up by April 4. Those taking the second exam on April 25 are required to register by April 18.

Exams will be held at 8:30 a.m. on each date on the SMU campus in Dallas, and successful completion is required for admission into the program.

Additional information is available at the educational services office at ext. 3541 or 3442.

Convair and Technical Societies Donate To Science Fair To Be Held This Weekend

Convair Fort Worth, along with several technical societies, is backing the Fifth Annual Fort Worth Science Fair which gets under way April 3-5 at the Children's Museum.

In addition to Convair Fort Worth's check, presented by Marion L. Hicks, assistant division manager, representatives from such societies as the Aeronautical Weight Engineers, the Society of Texas Professional Engineers, and the Institute of Aeronautical Sciences were on hand with do-

nations.

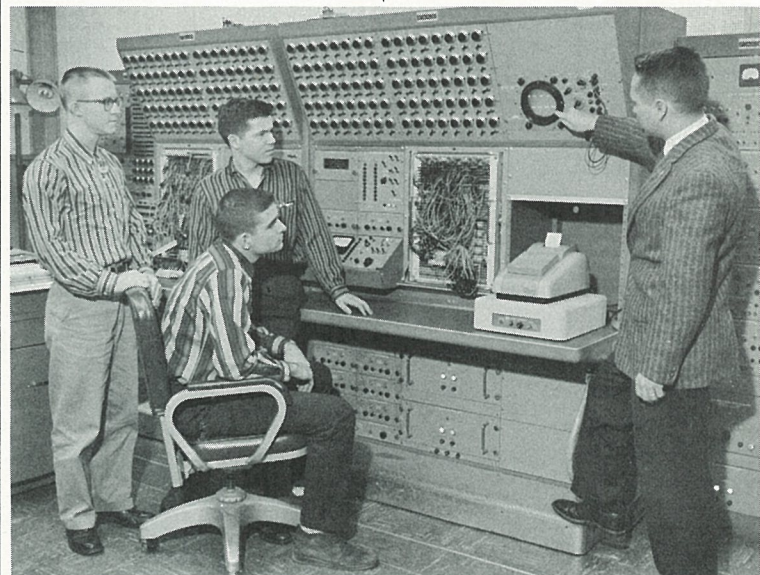
Co-chairman for this year's fair is M. F. Towsley of Dept. 6-6.

The fair is open to any Fort Worth student from grades 7-12. Entry blanks are available from school science teachers or principal. Students may enter one exhibit in two categories—physical and biological.

Awards will include trophies, pins, a trip to the national science fair at Hartford, Conn., a Navy cruise and two TCU scholarships.



RAKING IT IN—M. F. Towsley (right) receives check from Marion Hicks (left), Convair Fort Worth assistant division manager, to help support annual Science Fair. Also contributing are Bob Thompson, A. T. Clemen and Jack Volder, representing different technical societies.



COOPERATORS—Supervisor L. E. Heizer explains operations in Convair Fort Worth computer labs to engineering co-op students. Left to right, J. W. Brooks, Chattanooga, Tenn.; H. O. Van Zandt, Fort Worth; P. T. Vogel, Henderson, Ky.; and Heizer.



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other Wednesday.



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Wednesday, April 15, 1959

Fort Worth and
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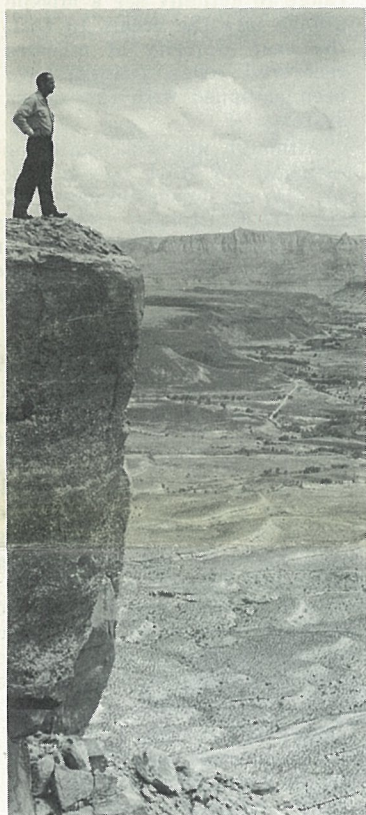
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office: ext. 424

SAN DIEGO, POMONA, ANTELOPE VALLEY, VANDENBERG AFB, CALIF.

AFMTC, CAPE CANAVERAL, FLA., FORT WORTH, TEX.



OFF FOR UTAH—J. N. Baldauf of Dept. 36 puts finishing touch to modified B-58 nose section before departure for Hurricane Mesa, Utah. At right are J. E. (Jack) Hickok and K. E. Thompson, test engineers.



1,500-FT. DROP—This is cliff at Hurricane Mesa which marks end of sled run. Dummies, catapulted from rocket-driven nose section, fly out over this point and float to earth by parachute.

Nose Section Sent to Utah

A second round of tests involving the B-58 escape system is scheduled for early summer at Hurricane Mesa, Utah.

The test sled (a B-58 nose section specially modified for the task) left Convair Fort Worth recently for Utah where instrumentation will be installed.

At Hurricane Mesa the test sled will be operated over the Air Force's Supersonic Military Air Research Track. Driven by rockets, it will race over the 12,000-foot course that ends abruptly at the brink of a 1,500-foot cliff.

During the runs, dummies (simulating B-58 crew members) will be ejected at high speeds, and float down by parachute to the valley floor below. The cliff affords a more realistic test than is possible on flat ground and provides a longer period in the air for evaluation equipment.

Suggestion Box Plan Abandoned

A new way to turn in Employee Suggestions will eliminate the 104 suggestion boxes which have been familiar fixtures at Convair Fort Worth for more than 15 years.

M. J. Scott of industrial engineering's suggestion section said the boxes will give way to the in-plant mail system.

After new suggestion blank racks are installed on time clocks, employees, beginning May 15, will merely send suggestions through in-plant mail to the suggestion section, mail zone A-8.

"We ask that employees not deliver them to us personally," said Scott. "They can put them in a regular Convair mail system envelope, and drop them in any outgoing mail tray. It is not necessary that they be routed through supervision."

The new racks are due to be installed on time clocks by May 1. Suggestion boxes, which employees have filled with approximately 90,000 suggestions and Cost Improvement Proposals since the present boxes went up in 1952, will be removed by May 15. The new system will go into effect at that time.



NEW IDEA — For new ideas, new Employee Suggestion racks will go up on time clocks throughout plant this month. Pretty Joyce Gallagher of inspection-production shows what they will look like.

Management Club's 'Creativity' Program Slated For April 25 at Ridglea CC

Curtain rises at 9 a.m. April 25 on the one-man "creativity" program sponsored by Convair Fort Worth Management Club at Ridglea Country Club.

The entire program to spur creation of new ideas will be given by Dr. Herbert True, vice

president of Visual Research, Inc., and special consultant on creative behavior to TWA, U.S. Air Force and other organizations.

In addition to Convair Management Club members, the

(Continued on Page 8)

Cost Spotlight Turns on Small Items in Stock

More careful handling of nuts, bolts and other items usually thought of as "nickel and dime stuff" could trim thousands of dollars off a million-dollar-a-year business at Convair Fort Worth.

That's the considered opinion of S. E. G. Hillman, manager of material, whose department is focusing attention on these items this two weeks in the continuing plantwide drive to reduce costs.

"Miss Thrifty" posters urging employees to "take only what you need, and use what you take," will go up throughout the plant Thursday.

In addition to usual locations, the posters also will be placed at each of the 26 "consumption item" stock stations located through the plant to support production, test, tooling, modification and development programs.

"Employees may not realize it, but there are now 4,575 different parts which fall into this class," said Hillman.

Some of the more common:



nuts, bolts, screws, washers, rivets, cotter pins, electrical terminals, connectors, fasteners and taper pins.

To make these available without delay for employees trying to do a job, the parts are loaded onto a "wagon train" on the first shift. Then on the second shift, the train makes the rounds to replenish stocks at each of the 26 stations.

Most of the items are kept in glass jars at the stations—and Convair FW uses about 5,500 of these ordinary glass fruit jars at the stock stations.

Some of the "nickel and dime" items are actually much more costly. One high shear rivet, for instance, costs 54 cents each.

Even some of the items that are under a nickel add up to thousands of dollars a year. A four-cent, self-sealing rivet, for example. About 800,000 of these are used a year—so the cost in a year is in the neighborhood of \$30,000!

Here Are Some Tips On Saving Stock

Ways thousands of Convair people can help reduce the waste and improve costs on the B-58 and other programs are these:

1. Take only what you need to do the job.
2. Keep stock station orderly and materials segregated.
3. Keep the items in the stations—and not in paper cups, pockets and tool boxes.
4. Report idle items to your supervisor so that they possibly may be re-allocated where they are needed.
5. Pick up any items dropped on the floor—to keep them out of floor sweepings.

Funds Allocated For First Phase in Reliability Plan

More than \$4 million was allocated to Convair Fort Worth by the Air Force last month to cover costs of the first phase of the B-58 reliability program.

Dr. Norm Simpson said that the program, so far as is known, is the first specific reliability program incorporated into an aircraft production program, although such programs have been used on missile work.

Simpson represented the acting manager of reliability in negotiations which led to Air Force approval of Convair's plans.

"Convair Fort Worth thus is once more a pioneer—since we're first in the nation to get into this matter of aircraft reliability as a specific program," said Simpson.

The program is vital to success of the B-58 program due to the complexity of the systems in the B-58, the most sophisticated weapon system in the nation today.

Reliability goes hand in hand with costs, he pointed out, since the more reliable the B-58 is proven, the fewer will be needed to carry out a mission assigned it by the Air Force.

And by increasing effectiveness of B-58s, millions of dollars of taxpayers' money will be saved by requiring fewer spares, and less maintenance, as well.

Reliability classes have already started in engineering department, and a one-and-one-half hour short course in reliability is being offered all supervision this month by personnel department's educational services section.

"We'll need the careful attention of every employee working on the B-58," said Simpson, "since we already have discovered reliability problems in which 50 per cent of the difficulty could be traced to work that was not up to standard."

(Continued on Page 8)

Lloyd Turner Wins School Board Race

Lloyd L. Turner of Convair Fort Worth was the single Convair employee to win his race in the recent City Council and school board elections.

He was elected a member of the school board to serve a six-year term. It was Turner's second try for the post. He also is president of the Fort Worth Public Library.

Turner transferred from Convair General Offices in San Diego to Fort Worth in 1948. He is special assistant to the division manager.

Two FW B-58s Visit Vegas For Air Congress

Two B-58s from Fort Worth were expected to get a lot of attention at the World Congress of Flight this week at Las Vegas.

Two supersonic Hustlers of the B-58 test force at Carswell AFB in Fort Worth were scheduled to go to Las Vegas late last week at the request of the Air Force.

Pilots were Maj. K. K. Lewis, who returned recently from the B-58 "Raw Deal" cold weather tests in Alaska, and Maj. E. E. Bradley.

The two Hustlers, in addition to being on static display, were scheduled for two aerial demonstrations. One is a flight scheduled to be made during an address to the Congress by Gen. Curtis LeMay of USAF headquarters.

Also on the program for the B-58s was a plan to install a television camera in the pilot's compartment. The camera is tied in with a video tape. The scenes in and out of the pilot's compartment were to be recorded on the video tape, then broadcast nationwide later.

A third aerial view of the B-58 in action was scheduled for Wednesday, April 15, when the Hustler was to participate in an item listed on the program as "aerial demonstrations of the latest military aircraft."

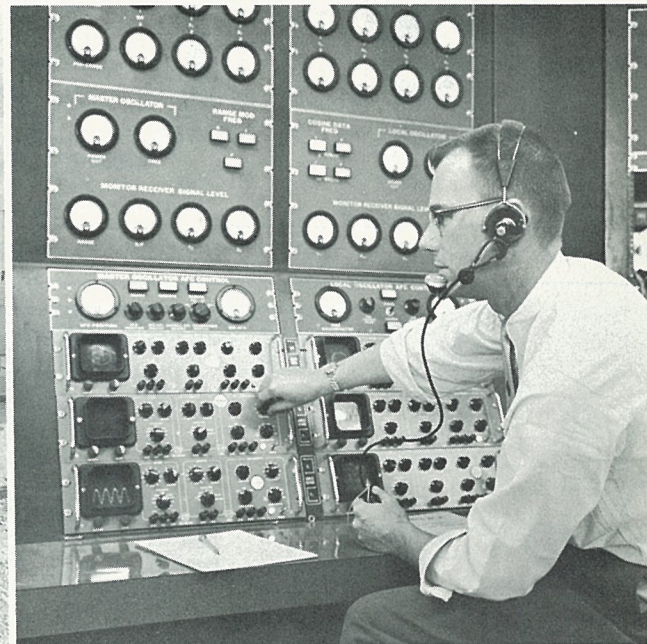
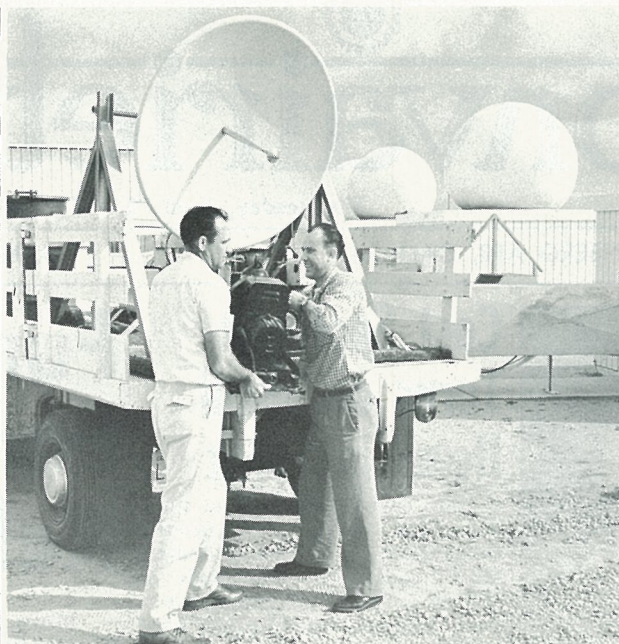
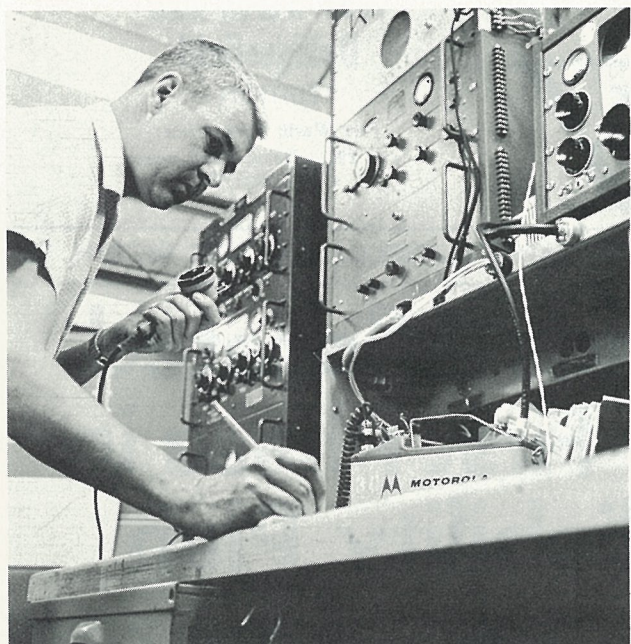
A Convair team left Fort Worth April 7 to cooperate with the Air Force in its handling of the B-58s in the Congress.

From Dept. 85 were Earl Davis and Gene Gritton, tech reps; A. R. Long, a hydraulic specialist; and E. E. Crooks, a power plant specialist.

From Dept. 21 was R. D. Ragsdale, spares representative. From Dept. 64 was J. S. Collins, instrumentation research and development technician, and from Dept. 6-7 was Juan Garcia, flight test engineer.

Lt. Col. Howard J. McIntire of the B-58 test force said both of the B-58s were scheduled to return to Fort Worth April 15 after playing their roles.

D-DAY?



AZUSA MARK II—A pick-up truck driven through San Diego back country plays part of "missile" in testing improved tracking system developed by Astronautics Center. L. C. Cusick and R. C. Hansen put aboard power unit. In background under

plastic domes are some of antennas by which ground station keeps in touch. At left E. S. Carson operates radio link with truck, as well as small plane also used in tracking tests. At right is A. E. Hunt and control panel.

Engineers Hard Working, Less Creative in Soviet

The Soviet engineer works a 44-hour week at his regular job, puts in a lot of night work teaching or writing to supplement his salary, works constantly under great pressure and often dies in his 40s as a result.

These observations were among many made before members of the San Diego Section of the Society of Automotive Engineers recently by Secor D. Browne, assistant professor at M.I.T., recently returned from a trip to Russia.

"On the whole, Soviet engineers are less creative than their U. S. counterparts . . . and it is doubtful if the quality of their work is as good," Browne said. "Contrary to some current impressions in this country, the Soviet engineer is not '22 feet tall.'"

Browne, who speaks fluent Russian, last October arranged the exchange of technical and scientific literature between M.I.T. and the Russian Academy of Sciences, and during his trip visited libraries, universities and technical institutes in the USSR.

"The Soviet engineer works under terrific pressure," Browne asserted. "He goes either up or down, there is no in-between. A great percentage, unable to stand the tension, die in their late 40s, many from heart attacks and nervous disorders."

"The tension is applied as early as the elementary school. This is where the weeding out process takes place, based on the brightness of the student, the social position of his parents, and favorable standing in the eyes of the Communist party."

"The youth fortunate enough to attend the university (about one in ten) starts at age 17 and is graduated five years later," Browne said.

"The engineering graduate does not go to work in a factory," Browne said. "He usually joins the staff of institutes or academies run by the State. Design work is handled by the institutes; research and development is ac-

complished by the Academy of Sciences."

Many continue study for higher degrees. One, equivalent to our "master's" is attained somewhere around age 32, Browne said. Few doctorates are awarded, hardly ever before age 40.

"On the job, the engineer works 9 a.m.-6 p.m. week days, 9 a.m.-2 p.m. Saturdays. The majority must supplement their income, which they do by working nights—either on technical papers for publication or by teaching in universities."

"The starting monthly salary is 800 rubles (not quite enough to purchase a cheap suit). With a master's degree the salary increases an additional 500 rubles." Browne said it is important to remember that income from papers published or from teaching can never surpass 50 per cent of the base pay. He said this spurs the engineer on to greater study in an attempt to get higher degrees, thus increasing his pay on both scales.

"Social life is almost non-existent. Because of limited acquaintances, chemical engineers marry chemical engineers, thermodynamicists marry thermodynamicists, etc., establishing a pattern that is rarely broken."

"This doubles the family income, naturally, but even then families are still crammed . . . sometimes as many as four families to an apartment."

"Because of the tendency to over-specialize, technical literature and information outside the engineer's specialty is not usually available to him. This cuts off an important source that could spark creative ideas."

"The majority of engineers are not party members, but this as a statistic is misleading," Browne said. "Before one can become a party member, years of study and toil, equivalent almost to that put in by an engineer in his field, must be accomplished. It is extremely difficult to get a 'degree' in both fields simultaneously," he said.

Azusa Mark II System Proved Out At San Diego by Truck and Plane

Convair Astronautics engineers and technicians have gathered together an unusual assortment of test "tools" for putting an advanced electronic system through its paces.

Included are two-way "walkie-talkie" radio units, a special mobile unit and an airborne system carried aloft via a single-engine aircraft.

The system under test is the Azusa Mark II.

Azusa Mark II is a highly refined and greatly improved version of the original Convair-developed system (Azusa Mark I) which has been used successfully with almost every ballistic missile launched from the Air Force Missile Test Center in Florida. The Mark II is slated for in-

stallation at AFMTC this year.

Basically, the operating theory on both systems is the same. However, additions made in the Mark II enable it to produce more accurate data over greater range. Azusa consists of a network of antennas and ground based electronic equipment which "communicates" with an airborne transponder (receiver-transmitter) within the missile to give extremely accurate position and velocity data.

This information, fed into an IBM-709 computer and monitored by a plotting board, gives continuous predictions as to where the missile would impact, if power were shut off.

To date, such predictions have, on occasion, been so ac-

curate aircraft have been able to position themselves down range to actually see a missile plunge into the ocean. In fact, the vast majority of missiles recovered after firings have been equipped with the Azusa system.

"Although now essentially operational, our Mark I system began as an experimental one," said L. G. Chase, electronics group engineer responsible for ground station development. "The Mark II has been developed as an operational system."

Three years ago Convair contracted with the Air Force to design and build the Mark II. While initial planning called for installation of the system at AFMTC, later directions specified Astronautics was to build, assemble and test the complete system at San Diego. Assembly began about the same time Astro moved into its new plant.

Mark II is installed near the southeast corner of the Astro reservation. The 10 antennas are positioned into two lines in the shape of a small cross.

"We are constantly expanding the Azusa application and might eventually involve it in most ballistic missile and space programs," said Lewis Emmerich of the Azusa project office.

Don Prim is the Azusa group engineer for development. Fabrication of many parts as well as assembly of the system fell to Dept. 756 with M. G. Williams as the immediate supervisor.

Testing has progressed with installation. To make exacting checks on the system's accuracy, a special mobile test unit has been devised. It consists of a transponder, antenna and special power plant which are hauled into the San Diego back country via pick-up truck. There it exchanges signals with the ground station.

"We can detect changes in target location with extreme accuracy," Prim said. "And from many miles away we can even detect small antenna movement caused by wind velocity and other factors."

Control and communication to the remote station is through two-way radio equipment, with the truck carrying a unit of the "walkie-talkie" class.

A recent addition to the test program is a Cessna 182 aircraft, flown for Astro on contract by a local firm. Installed in the aircraft is a transponder similar to those placed aboard missiles.

This plane, transmitting signals as it goes, is flown to distant points to allow tracking by the ground station.

Work is now under way at AFMTC on the Mark II final installation site. Astro's plant engineering department is monitoring this work.

Once the AFMTC site is complete and testing finished at San Diego, the Mark II will be crated and shipped to Florida.



OFF TO VANDENBERG—Second missile launcher for Atlas ICBM built at Convair SD for Astronautics Division is swung onto low bed truck in preparation for trip to Vandenberg AFB. It was assembled there by Astro crew.

SD Division Building Launchers As Assist For Atlas Program

Convair SD Division is giving an assist to Astronautics Division under a contract to construct missile launchers for the Atlas ICBM.

First three units of the contract are being built in the Plant 1 experimental factory. Remaining number of the hold-down type launchers will be constructed at Plant 2.

First two of the 40-ton steel launchers were shipped last month by truck from SD Plant 1 to Vandenberg AFB where they were assembled by an Astronautics crew.

As a follow-on order SD Division also will build additional units and a static test article which will be tested this summer at the Point Loma test site.

The program task calls for design by Convair SD engineering

and fabrication and tooling in Plant 2 departments under W. P. Woods, chief tool engineer at Plant 2.

A new department (Dept. 269) has been formed for missile launcher final assembly under L. F. Boring, general foreman. Boring will continue to be in charge of Model 8 final assembly. In the organization of the new department, S. S. Stearns has been assigned as foreman.

When assembly gets under way, probably by the first part of June, said Boring, there will be between 50 and 60 working in the department. Final assembly will be done in the C-D bay at the south end of Plant 2's Bldg. 3.

Fabrication and tooling work is now in progress in the northwest section of Bldg. 2 under already existing departments.



"By th' time I get all this small print read, it'll be payday and I won't NEED the loan!"

New Gamma Camera Eye Peers Into Steel Parts

On-the-spot inspection of massive parts for the missile launcher program is now being done at Convair SD by means of a "gamma camera" which can "see" through steel 5-in. thick and over.

In the past, it was necessary to transport the huge steel parts to the Los Angeles area where inspection was done by a sub-contractor using a million volt X-ray machine.

The portable gamma camera, recently acquired by Convair SD, contains radioactive cobalt (Cobalt-60) as the source of radiation. The cobalt is in the form of a tiny capsule, approximately one-fourth the size of an aspirin tablet, which can be transported easily and used in places inaccessible to other types of non-destructive testing equipment. When not in use, the radioactive capsule is safely stored in an 800-lb. lead housing, known as the camera unit.

The new gamma camera unit, a "Multitron," is used at both Plants 1 and 2 on the missile launcher program by E. J. Yannaccone, trained operator of quality control process lab (Dept. 197-4). Work is under direction of G. R. Bailey, supervisor.

According to Bailey, "This new

type of equipment makes possible inspection of welds in parts too thick to be penetrated by the X-ray equipment available. Advantages of gamma-ray radiography include its ready portability, simplicity of operation, relatively low cost, as well as elimination of all need of maintenance."

Lou Beauchamp, SD industrial hygienist, and Carol Purdy, health radiation physicist, explained that the gamma camera is perfectly safe for the men using it when proper safety precautions are observed.

The small amount of radiation received by the trained operators in all-day use of the cobalt source is far below the permissible amount allowed by the Atomic Energy Commission. Operators wear pocket dosimeters and film badges which are checked often to measure the amount of radiation to which they have been exposed. The operation area is patrolled constantly with gamma survey meters as a check on the radiation level.

"We especially want to remind everyone to observe the safety signs and flashing red lights placed around excluded areas when X-raying is in progress," concluded Bailey.

Two Friday Holidays Slated For Summer

Convair people at all divisions can look forward to two three-day weekends this summer.

Since both Memorial Day (May 30) and the Fourth of July fall on Saturdays this year, the Fridays preceding will be company holidays. Convair plants at San Diego, Pomona, Fort Worth, Daingerfield, and off-site bases will be closed from Friday (May 29) through Sunday (May 31), and from Friday (July 3) through Sunday (July 5).

CONVAIR MEN ACTIVE AT SAE CONFERENCE

Four Convair men had major roles at the national aeronautic meeting of the Society of Automotive Engineers in New York City March 31-April 3.

R. A. Taylor of Convair SD engineering was secretary of a session on starting and servicing equipment for turbine transports.

M. L. Hicks of Convair FW was a member of a panel on "Make or Buy" problems. J. B. Ottestad of the Convair Dynapak project presented a paper on "Shaping by Plastic Deformation."

D. A. Heald of Convair Astronautics gave a paper on "Some Development Problems with Large Cryogenic Propellant Systems."

Over 2,000 experts in the missile and aircraft fields from all parts of the country attended the meeting.



COMPLETED—Henry Growald, left, FW chief of engineering tests, talks with Scott Adams of plant engineering upon completion of Convair Fort Worth's high altitude laboratory. New facility, constructed by Arthur E. Magher Co. of New York, is one of largest facilities of type in U.S.

'Weather Manufacture' Job of New Lab at FW

"We're not just talking about the weather these days at Convair Fort Worth."

"We're doing something about it!" said Henry Growald, chief

of engineering test, last week upon completion of new high altitude test chambers.

The weather is being controlled in the new laboratory—believed to be the largest of its type in the United States. It went into operation this month.

Composed of three chambers, two of which can be combined into one, the new facility can control temperatures from a minus 100 to a plus 400 degree Fahrenheit.

It is designed to simulate altitudes from sea level to 100,000 feet in a matter of a few minutes and can provide humidity from 20 per cent to 95 per cent at various temperatures.

Unique in design, the size of the test chambers makes it possible for large components or complete aircraft systems to be subjected to environmental testing.

Another flexible feature of the \$2½ million project is that all three chambers can be operated simultaneously and at different conditions.

The auxiliary systems can be used to supply vacuum, refrigeration and high pressure, high temperature air to test setups in the area adjacent to the laboratory.

A large console room resembles NBC's master control at Radio City in New York. Here with the press of a button and the turn of a switch or two, the weather and altitude remain at the engineer's fingertips.

Scott Adams of plant engineering has been project engineer on the facility working closely with the Arthur E. Magher Co. of New York.

Construction got under way in the fall of 1956.

Not limited to tests on the supersonic B-58 Hustler, the new laboratory is equipped to test new versions of even more sophisticated weapon systems.

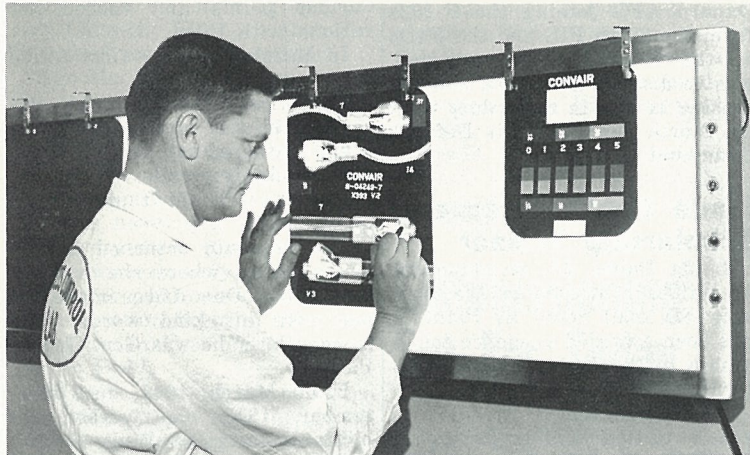
Growald said the facility is designed to test the performance of components of high speed, high altitude jet aircraft before they ever leave the ground.

"We've got to take out all the errors we possibly can on the ground. When they get upstairs, the crew can't pull over and look under the hood," he said.

Bunker Hill Visitors Inspect FW Factory

Convair Fort Worth played host to some 30 community civic leaders from the vicinity of Indiana's Bunker Hill Air Force Base recently.

The group, which came to Fort Worth via Barksdale Air Force Base in Louisiana, dropped in at Convair as a part of a Strategic Air Command briefing.



"SEEING" EYE—In upper shot, E. J. Yannaccone (SD-Dept. 197-4) tapes flexible film around steel part to be photographed by means of gamma ray. "Gamma camera" in foreground contains cobalt source. In lower picture, D. J. Wine inspects negatives on reader in X-ray lab at Convair SD Plant 2.

Martin Transferred Back to San Diego As Rumbaugh Takes Over at Palmdale

William J. Martin, manager of Convair SD's Palmdale facility since 1955, has been promoted to special assistant for the F-102/F-106 programs to B. F. Coggan,

Convair vice president and SD Division manager.

Before going to Palmdale to head operations there almost four years ago, Martin had been chief production flight pilot at Convair SD.

His successor as Palmdale manager will be W. H. Rumbaugh, chief of field operations at Palmdale since the F-102A program was started there.

Joining Convair in 1940, Rumbaugh has worked in flight maintenance and field operations during most of his time with the company. He had been assistant general foreman, general foreman, assistant superintendent and chief of F-102 field operations in San Diego. He was chief of field operations for the first flight test of the YF-102 at Edwards AFB.

A native of Findley, Ohio, he was associated with Signal Oil Co. in San Bernardino before joining Convair.

Cal. Daylight Saving Will Start April 26

Convair people living in California will set ahead their clocks one hour the last Sunday of this month (April 26) as the state goes on daylight saving time.

According to California state law daylight saving time starts each year at 2 a.m. the last Sunday in April and ends on the last Sunday in September.

All Convair folk of San Diego, Astronautics, and Pomona Divisions will be reporting to work one hour "earlier" on Monday (April 27).



LISTENING POST—Kirk Abbey and Milton M. Chazotte Jr. of Convair SD engineering check scale model of antenna under test on 880 model during antenna radiation pattern studies on roof of Bldg. 51. Other test equipment in program can be seen in background on roof of Bldg. 19.



COMMUTER—Convair Fort Worth's J. T. Siler, senior structures engineer, saves gasoline by commuting to and from his home in McKinney, Tex. He gets 25 miles per gallon (at 25 cents per).

Ranch to Plant

Commuter Says It's Cheaper To Come to Work by Airplane

J. T. Siler of Convair Fort Worth's Dept. 6-2 literally flies to work each day and says that he's saving money, too.

Siler, a senior structures engineer, downs his coffee and cereal for breakfast, jumps into his Luscombe 8A plane and makes it to Fort Worth's Meacham Field from his farm in McKinney, Texas, in something like 30 minutes flat. He says it's about 50 air miles.

"There's no hustle and bustle of traffic up there," he said, pointing up to the wild blue yonder. "There aren't any red lights to slow me down either."

After he touches down at Meacham, he drives to work at Annex 2 and makes it in time to have a second cup of coffee before work.

Siler says it's cheaper to drive the plane to work than to use his car. The plane, which is valued at the same price as some of to-

day's low-priced autos, gets 25 miles per gallon.

A veteran of the Air Force, Siler has been flying since 1939 but has had his plane for only three years.

There's a 1,600-foot runway on his 32-acre farm which provides adequate space for taking off and landing.

Convair Folk Aboard West Indies Cruise

Thirty-three Convair Fort Worth people were aboard the MS Italia ocean liner recently on two different Shrine cruises to the West Indies.

Both cruises originated from Galveston on March 14 and 23 respectively and were destined for the British colony of Jamaica.

Among the Convair people aboard were the Jim E. Topliffs, the Kenneth Bellamays, the J. D. Todds, the Ed Tates, the Norman L. Varners, the Ed Wrights, the Hershel Gibbs, Dan and Dorothy Harper, the John A. Efirds, the B. R. Harpers, the Glen Hudsons, the Ronald Southerns, and the Ed Chaneyes.

Bill Chambers, son of F. E. Chambers, manager of industrial relations and security, was also aboard, as were Otha Coburn, who operates the plant cafeteria, and Mrs. Coburn.

The cruises terminated in Galveston on March 22 and 31.

Cartoonist at FW Wins Second Place

A cartoon titled "Adam and Eve" won a second place in the Fort Worth citywide cartoon contest this month for Convair Fort Worth's Russell J. Byther of Dept. 6-5.

Byther's cartoon shows Adam as a tall, skinny fellow and Eve as a pudgy, double-chinned character.

Writing Award Fund Rewards 114 Authors For Articles in '58

Convair writers at all divisions totaled 114 articles published in technical or trade magazines during 1958.

Writers received \$150 an article from the Convair writing award fund in lieu of payment from the magazines accepting the articles. The fund was set up in 1956 to encourage Convair people to submit articles of specific interest within the aircraft industry.

Until the fund had been established, little interest was shown in submitting articles to technical publications, as shown by the 17 published during the year before the program was started. The number increased to a high of 126 articles accepted during 1957.

San Diego Division authors led during last year with a total of 60 published articles. Fort Worth was second with 29; Astronautics, 15; and Pomona, 6. Three articles were accepted from the scientific research laboratory and one from General Offices.

Anyone interested in the program should consult the division public relations office on procedure. All manuscripts must be submitted through Convair.

T-29 Mod. Job Due For Test

First T-29 being modified at Convair SD for Air Force use as an airborne monitoring platform is due for completion within the next two weeks.

It will go into flight testing at SD the first of May before being ferried to Eglin AFB, Fla., next month for further off-site flight tests.

A second T-29, now undergoing similar electronics modification at SD Plant 1, is scheduled for completion this fall.

The two Convair-built planes will go into use at Eglin Gulf Test Range, Fla., during missile tests. The T-29s will be flown over the 400-mi. range before and during tests to check out ground radar and telemetering stations, to monitor frequency interference in the area, and to record data during missile launching and flight tests.

Ground Broken For New Lab

Ground breaking for a new laboratory testing facility at Convair SD Plant 1 started last week.

The new steel frame building (Bldg. 72) will adjoin Bldg. 79, south of the wooden mockup building. Construction is being done by Diversified Builders, Inc., of Los Angeles under supervision of SD plant engineering at approximate cost of \$200,000.

The one-story building, scheduled for late June completion, will house hydraulic primary controls personnel and equipment of engineering's dynamic laboratories. Construction of the new facility is a part of the long-range program which eventually will see replacement of all dynamics lab facilities west of Bldg. 5 with new structures.

Plastics Conference Slated For Dallas

Designers will take a closer look at reinforced plastics from the aircraft and missile industry viewpoints at a one-day Regional Technical Conference to be held in Dallas April 28 at the Adolphus Hotel.

Nick Novelli of Convair Fort Worth's material and processes engineering is program chairman. The conference is sponsored by the North Texas Section of the Society of Plastics Engineers, of which David A. Daniels of FW materials and processes is secretary.

Quirk of Fate

Wartime Germany Experience Leads to Career in Drafting

It took a war to change Clare Hodgins of Astronautics engineering from a fashion designer to a design draftsman.

She developed her drafting skill in what was little more than a slave labor camp in wartime Germany where she was trapped by hostilities during a visit.

A German by birth, Mrs. Hodgins came to the United States with her family when she was 5. She became a citizen with her father. After attending secondary schools she was trained as

a fashion designer, while her father built a successful interior decorating service.

In 1939 her family was informed of a family inheritance in Germany. There was just one catch—money from it had to be spent in Germany. So back to Germany the family went, intending to put the daughter through a three-year art course.

Hitler had made things hard for those who had renounced their citizenship. Mrs. Hodgins was denied permission to move from the city of the family holdings to another where the art school was located. However, she was told that perhaps after serving in a labor camp for a year she might be granted a permit.

"I joined the camp with girls my own age, and labor I did," Mrs. Hodgins said. "But the worst part was the attempted brain washing. It didn't take and after a year I was right back where I started. No permit."

In the interim Germany and the United States went to war.

For a time she worked in a medical center. Then came an opportunity to take up drafting. She graduated and was sent to work in a factory turning out gyroscopes and other electronic war goods.

Her associates were slave laborers, Russians, French and Belgians. Supervisors were German. Each received two meals a day. Most were herded to and from work by armed guards and lived in guarded barracks. Because of her German birth, Mrs. Hodgins was allowed to live in a nearby village. She also received "pin money," a small cash amount passed out every two weeks. During the day she was just another slave worker. At night she and her father, also a factory worker, were closely restricted.

Near the end of the war a steady stream of Allied prisoners passed through town. Some fell from exhaustion. Mrs. Hodgins secreted a dozen of these at various points and shared her rations with them.

In March, 1945, the first Allied troops appeared.

"The first American I saw was a chaplain who came to the place I had gathered my GI patients," Mrs. Hodgins recalls. "I was so shaken up I couldn't answer his questions."

The chaplain returned her to headquarters where she was interrogated. One officer impressed her with his kind words. She learned later he was Gen. George Patton.

From March, 1945, until September, 1946, she worked for military units, awaiting permission to return to New York.

In 1949 she moved from New York to California and joined Astronautics about 18 months ago.



MEMORIES—Talents now devoted to helping produce Atlas ICBM at Astronautics were acquired in wartime Germany by Clare Hodgins, above, of Astro engineering.

George AFB F-102s Fly to North Island

A squadron of F-102s from George AFB, Calif., flew to San Diego early this month to join Navy and other AF pilots of the 27th Air Division of NORAD in their first annual fly-in.

Purpose of the fly-in, which saw F-89s of the 437th FIS from Oxnard AFB joining the F-102s from the 329th FIS and the F4Ds of the VAW-3 navy squadron, was to discuss teamwork and defensive tactics in their duty with the North American Air Defense Command.

Linda Dobbs Science Scholarship Winner

Linda Dobbs, 18, stepdaughter of William Duerson of the Convair SD mail room at Plant 1, has been awarded a science scholarship to the University of California at Berkeley.

The scholarship provides a year's tuition and expenses at the University. Linda has had a straight A average in her major of mathematics at Lincoln High School where she will be a June graduate.



FINALISTS—Daughters of two Convair FW families were finalists in Miss Fort Worth contest this month. Primping before going on stage, left to right, Ann Gross and Mary Laura Littlejohn. Ann is daughter of Mel Gross, Dept. 17. Mary Laura is daughter of W. M. Littlejohn, Dept. 46.



REBEL CRY—Convair Fort Worth's L. W. Brock Jr., right, of Dept. 32 let out Rebel yell recently when his father handed over U.S. Army Civil War rifle as gift.

NEWS FROM OTHER DYNAMICS DIVISIONS

General Dynamics Corporation, created in April, 1952, as successor to Electric Boat Company, is composed of six divisions and a Canadian subsidiary, Canadair, Ltd., of Montreal, airframe builders. The divisions are:

Convair, head offices at San Diego, Calif., aircraft, missiles, and space systems.

Electric Boat of Groton, Conn., submarines.

Stromberg-Carlson, of Rochester, N.Y., telecommunications, electronic equipment.

Liquid Carbonic of Chicago, Ill., carbon dioxide producer, industrial and medical gases.

General Atomic of San Diego, Calif., nuclear research, development, production.

Electro Dynamic of Bayonne, N.J., electric motors, generators.



WRITERS—Aviation writers of Houston, Dallas and Fort Worth are shown at Carter Field in Fort Worth just before takeoff in Canadair 540 for press demonstration flight.

Canadair 540 Meeting a Warm Reception Wherever it Goes

"When we're talking to people who have operated Convairs, we don't have to sell them on the quality or performance of the aircraft."

"They've already sold themselves."

That's the reaction reported this week by a Canadair, Limited, team which is showing off the new Canadair 540 turboprop airliner and executive transport.

Ken MacDonald, a transplanted Scotsman who is sales manager for Canadair in Montreal, Canada, told a group of aviation writers at a meeting in Fort Worth April 7 that the new plane is meeting a warm reception everywhere it stops.

The writers, only a few minutes before, had made a one-hour demonstration flight in the plane, flying out of Fort Worth's Amon Carter Field.

All the passengers indicated they were pleased with the plane's rate of climb—they were at 20,000 feet in 15 minutes. They also indicated they were pleased with the quiet performance of the plane's Napier Eland engines. Each of the two power plants revs up to 3,500 hp.

Passengers appeared most impressed, however, with the lack of vibration in flight—even in a fast climb.

Other Canadair members of the sales team making a nationwide sales tour are B. G. Smith, assistant sales manager, and G. Haynes Davies, director of public relations.

The plane earlier had been to New York, Washington, Atlanta and Houston. From Houston, it flew aviation writers to Fort Worth, returned them to Houston that night.

It flew back to Fort Worth on Thursday, April 9, to fly groups of Fort Worth and Dallas business and civic leaders. On Friday, it flew members of Convair Fort Worth's division operating council.

While at Fort Worth, it also flew representatives of airlines and business firms which operate executive transports.

It was due then to fly to Las Vegas to be on hand for opening of the World Congress of Flight, in which a number of Convair planes were also scheduled to participate.

From Las Vegas, the plane is

due to continue its tour with stops in St. Louis, Chicago, Detroit, Minneapolis, Winnipeg, Edmonton, Calgary, Vancouver, Seattle, San Francisco, and Los Angeles. In all, it is visiting 19 North American cities over a route of some 12,600 miles.

The 540 is basically a Convair 440 transport engineered to incorporate the turboprop engines. It is being built in Montreal with the tooling originally used by Convair at San Diego to produce the 440.

Flight crew handling the ship is made up of Bill Longhurst, pilot, Michael Randrup and Ian McTavish.

Commissioning Set For Today

GROTON—A nuclear submarine which enables man to outperform fish will be formally commissioned today (April 15) at the yards of her builder, Electric Boat Division.

Highlight of the commissioning ceremonies will be an address by the Vice Chief of Naval Operations, Adm. James S. Russell, USN.

The Skipjack, which embodies the celebrated blending of the blimp-shaped hull with nuclear propulsion, has shattered all submarine speed records since builder's trials commenced on March 8. The revolutionary 252-foot, 2,830-ton sub's performance has drawn high praise from Navy and Atomic Energy Commission officials since the start of sea trials.

Stromberg-Carlson Names New Secy.

ROCHESTER—Appointment of Edward Diamond as secretary and general counsel of Stromberg-Carlson Division has been announced.

Diamond, who formerly was associate general counsel of the Atomic Energy Commission, assumed his new duties last week. In the position of secretary he will succeed Arthur F. Gibson, who will retire in April after serving with Stromberg-Carlson for 47 years.

BREWTON BECOMES A VICE PRESIDENT

Roy R. Brewton, Convair controller since 1956, has been named a vice president of Convair Division of General Dynamics Corporation, J. V. Naish, president, announced recently.

Brewton has been with Convair General Offices at San Diego, Calif., since 1943 following the



Roy Brewton

merger of Consolidated Aircraft Corporation and Vultee Aircraft, Inc. He had been with the Vultee Aircraft, Inc. plant at Downey, Calif., for over 17 years as assistant treasurer in charge of taxes. At San Diego he served as executive accountant until his appointment as assistant controller May 16, 1952. A year later he was named director of general accounting, first for Consolidated Vultee and later for Convair after merger of Consolidated Vultee with General Dynamics in 1954. He was assistant controller from August, 1955, until Feb. 13, 1956, when he was named controller.

No. 13 Ticket

Pioneer Canada Private Pilot Recalls Barnstorming Days

Exactly 40 years ago this month Convair SD's Bert A. Shields, Dept. 15-6, received his private flying license, the 13th that Canada had ever issued.

Now he calls upon his long experience in the development of aircraft in contributing to the operations manual for the Convair jet 880.

A youngster when the Wright Brothers flew first in 1903, Shields learned to fly in the Royal Flying Corps where he eventually served as flight instructor, 1917-18.

At the end of World War I, Shields was one of the first in line for a private license. One issued April 8, 1919, proclaimed Shields the 13th person to qualify in Canada for private flying.

Crossing the border later that year, he was issued license No. 543 by the U. S. Navy and Army Cognizance Board.

In the U. S. Shields promptly posted a number of "firsts."

On May 1, 1919, he had his own "airline" in operation. Flying from a potato field, he transported cargo from Banburger's Department Store in Newark, N. J., to Atlantic City—a distance of about 100 miles.

Shields turned barnstormer a short while later.

"It was apparent that money was to be made by taking people for airplane rides," Shields recalled.

"My plane, a Canadian version of the Curtiss-Jenny, was a two seater and I could only handle

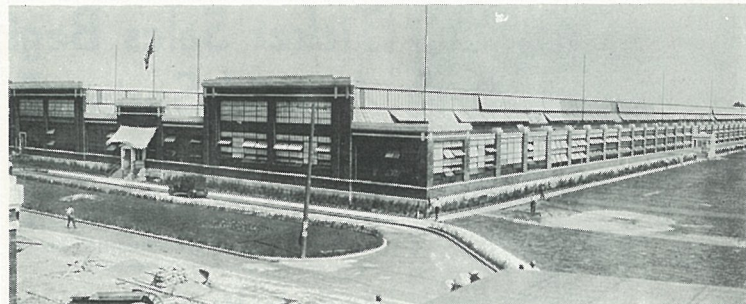
H. E. Lee Transferred To Astro on Coast

Howard E. Lee of Convair Fort Worth will report April 27 to Convair Astronautics where he will become chief of budgets.

Lee, who joined Convair at Fort Worth in June of 1951, was promoted to budget supervisor in 1952 and is now in that position.

He majored in accounting at the State University of Iowa and did graduate work later in accounting at Omaha University. He is a native of Omaha.

Lee served as a captain in the Army in World War II. Before coming to Convair Fort Worth, he owned and operated the Texas Business College at Weatherford. Earlier he was with the VA.



DAYTON-WRIGHT—This was Dayton-Wright's Plant I at Dayton, Ohio, in June of 1918 at peak employment. Below are fuselages of DH-4s, built by Dayton-Wright.



Post-War Private Plane Market Proves a Bust

(Another installment in history of companies that contributed to ultimate formation of Consolidated Aircraft appears below.)

Early in World War I, Washington decided to purchase fighter aircraft from the Allies and to concentrate domestic manufacture largely on training planes

and the British-designed DeHavilland 4, a two-place reconnaissance bomber. The first sample DH-4 arrived from England in July, 1918, and was dispatched to Dayton-Wright at Dayton, Ohio, for study. Modified to accept the new Liberty engine and American machine guns, it was test-flown Oct. 29 by Howard Rinehart.

The Army eventually contracted with Dayton-Wright for 5,000 DH-4s and 400 SJ trainers, giving the company the largest dollar volume of any aircraft manufacturer with which it dealt. At the peak of operations the company employed 8,000 in three plants in the Dayton area.

Like other manufacturers, Dayton-Wright hoped a market for private craft would develop after the war, since the training program had taught thousands of young men to fly. The company brought out two cabin models in 1919 (to outmode what it described as "unsightly flying togs") and displayed a small open-cockpit sports craft, the Messenger. It built a monoplane racer with retractable wheels (for photo see *Convairity*, March 18) and a float-mounted cabin plane for use in the Canadian woods.

As early as June, 1919, Orville Wright anticipated the lean years ahead when he wrote: "The expense involved in putting the aeroplane business on a sound commercial basis will be such that small, if any, dividends are likely to come from it for some time . . . I therefore send in my resignation, in so far as salary is concerned, without withdrawing from any of my duties as consulting engineer."

General Motors Corp. acquired part of the company's assets and good will in 1919 for \$1,096,000 in debenture stock, thus making Dayton-Wright a subsidiary. The Dayton-Wright Co. (which lost "Airplane" from its title in the 1919 reorganization) was dissolved by GM in 1923.



JENNYS TO JETS—Bert Shields, aviation pioneer (on right), now working on operations manual for 880, and G. P. Williams, assistant supervisor service publications at Convair SD, check out data in 880 cockpit.



Diane Rogers

Daughter Is 'Sweetheart'

Pert Diane Rogers, 18-year-old daughter of Mrs. Vada Wilson of Dept. 22-2, is the sweetheart of the 949th Armored Ordnance Battalion of the 49th Armored Division of the Texas National Guard.

Miss Rogers won the battalion title as a representative of Headquarters Company. She's to enter division level competition with 30 other contestants May 15. Division level winner will review a special parade this summer at Fort Hood.

A senior at Carter Riverside High, Miss Rogers was vocational industrial arts sweetheart at Technical High School in 1957. She's planning to major in psychology at TCU upon graduation.

Ticket Sales Begin for CRA Annual Spring Fashion Show

Ticket sales are now under way for the CRA women's club annual spring fashion show set for 1 p.m. April 25 at the clubhouse. Deadline for purchasing tick-

ets will be April 22, according to Co-commissioners Winnie Leonard and Betty Bowden. Tickets will be limited to 400.

This spring's show, which is being presented by Cox's, will feature the latest sports, play clothes and cottons. Models will be furnished by Cox's, and music will be by Neil Weatherhogg.

Tickets are \$1 and are being distributed on first shift by Lois Tidwell, ext. 3203; Mary C. Smith, ext. 2166; and Mrs. Leonard, ext. 2717. Second shift, La Juana Joyner, ext. 3230; Cindy Ruyle, ext. 3621; Helen Baggett, telephone office; and Mrs. Bowden, ext. 2025.

Wives at home selling tickets are Myrtle Nolan, PE 8-3632, Jewel Wendorf, PE 7-6360, Doris Carter, PE 7-4222.

Davis Is Named To Head Bridge

Barton Davis of Dept. 4-3 has succeeded G. P. Anderson as CRA bridge commissioner, Tom Croft, chief of employee services, announced this week.

Davis revealed plans for the formation of a special hospitality committee to welcome new players and perform other functions. He said also that bridge classes will be offered along with the duplicate sessions.



O. B. Davis

A native of Kansas, Davis attended Emporia Teachers College and Sterling College in the sunflower state and came to Fort Worth in 1949 to work for Montgomery Ward. He joined Convair in 1951.

Davis is married and has two children. One is a student at Arlington State College, and the other is a senior at Poly Tech High.



ON SHOW BILL—Castleberry High School's Trebletones and Gleemen will be on the show bill of the annual plantwide CRA square dance on April 25. Here the group, surrounding their director Charles Duke, rehearses for their part of the show. They've won the cup for the Tarrant County Talent Show for AAA high schools. Many are sons or daughters of Convair employees.

Square Dancers to Kick Heels At Plantwide Dance April 25

Convair Fort Worth square dancers will take an old fashioned "cake walk" at their annual square dance set for 8:15 p.m. at CRA April 25.

Highlight of the annual affair will be the Trebletones and the Gleemen from Castleberry High School. This musical group will

have three acts and will be under the direction of Charles Duke.

In addition to the Trebletones and Gleemen, the Denton Playboys will be on hand for square dancing. There'll also be a Dixieland band featured as part of the entertainment.

"All Convair employees who square dance are certainly invited to this party," Commissioner Ross Carney said.

Ladies bringing cakes (home-made) will be admitted free but the men will be charged 60 cents at the door.

It's a Girl at the Marr's House Now

Former Convair secretary, Bobbie Sue Marr, wife of Charles C. Marr of Dept. 6-4, came home from Harris Hospital last week with a new six pound eight and a half ounce girl.

The Marrs have named her Peri Lee.

Artists Entering City's Art Fair

Several Convair Fort Worth artists are entering the citywide "April Art Fair" April 18 and 19 at the Botanic Gardens.

This open show, which will be held outdoors in the gardens, will not be on a competitive basis. There won't be any judges or prizes, but the artists will have an opportunity to show and sell their work. Everything will be on an informal basis.

Entry blanks are \$1 and may be picked up at the Art and Hobby Store on Henderson, the Ridgelea Glidden Paint Center on Camp Bowie and at the Garden Center.

Counts Take Two Firsts in Show

Convair Fort Worth's W. M. Counts and his wife took top honors with both of their orchid entries in the recent seventh annual citywide Flowercade.

The Counts, representing the CRA garden club, won with a Doris variety of a Phalaenopsis and a Granuloso variety of a Cattleyas. All Fort Worth garden clubs were represented.

Club-Sponsored Air Explorer Scouts Add Rocketry to Plans

Convair Fort Worth Management Club's Charles A. Lindbergh Air Explorer Scouts are in the midst of a recruiting campaign in hopes that their new

rocketry and guided missile program will attract new members.

In addition to the rocket and missile program, the air scouts are also taking an active part in the Fort Worth civil defense program.

The group hopes to test fire rocket models soon, and scouts also are making plans to fly as airplane passengers.

Scotty Foight of 8012 Tumbleweed Trail, a former Air Force officer who headed the scouting program while stationed in England, is leader of the Convair troop.

The air scouts meet every Tuesday night from 7-9 p.m. at the Air Force Reserve Center at 2808 Crestline Road. Meeting there, the scouts are able to use Air Force equipment and training films.

Active management club members working with the group include W. R. Childress Jr., Ennis Kerlee, A. E. Moon and J. R. Smith.

People interested in learning more about air scouting are asked to contact Foight at CI 6-1193.

The Passing Years

Fort Worth

The following service emblems were due during the period April 16 through April 30.

Fifteen-year: Dept. 7, M. H. Lamb; Dept. 22, J. B. Huggins, A. C. Johnson, H. M. Mahaffey, V. L. Wilson; Dept. 24, O. F. Haibe, B. S. Shannon. Dept. 28, J. M. Thompson Jr.; Dept. 29, E. E. McGee, S. G. Wassner; Dept. 31, H. Campbell; Dept. 33, N. S. Brooks. Dept. 36, A. B. Batchelor, H. Peninger; Dept. 46, H. C. Boen, J. L. Bridges, C. L. Buchanan, J. D. Paris, M. W. Parish, J. I. Parnell, M. Sainz. Dept. 54, L. G. Adams, L. E. Wright; Dept. 55, J. P. Lee; Dept. 56, R. T. Anderson, C. D. Lambert; Dept. 58, D. N. Kincaid. Dept. 63, A. J. Howell, E. H. Ketcham; Dept. 65, R. L. Shrum; Dept. 74, O. C. Lovell; Dept. 81, L. L. Mosman. Ten-year: Dept. 4, B. L. Bradford, B. L. Gumm, R. P. Logan, S. E. Whittington; Dept. 6, R. P. Barrows, D. E. Pickrel; Dept. 14, H. J. Oats, E. E. Watson; Dept. 15, N. Daves; Dept. 20, W. Watson; Dept. 21, J. F. Holaday; Dept. 22, R. C. Guier Jr. Dept. 24, M. V. Johnson, E. C. Rinefeldt, A. B. Cetto; Dept. 25, E. Evans, T. E. Greene, E. S. Grilley, J. R. Roling, L. A. Webb. Dept. 30, E. M. Pipes; Dept. 64, R. Y. Thomas Jr.; Dept. 65, H. E. Aman; Dept. 81, G. W. Cogburn Jr., J. E. Cranford, J. L. Jones.

Daingerfield

Ten-year: Dept. 2, B. B. Holliday.

Log Book Entries

Promotions

FORT WORTH

Promotions to and within supervision, professional and administrative effective March 30:

Dept. 6: to aerodynamics engineer sr., W. Curtis III, M. K. Fox, J. F. Mayes; to assistant project engineer, L. W. Perry Jr.; to design engineer, J. W. Brickey; to design engineer sr., R. G. Deering, W. W. Eikel, H. H. Nickelson Jr., J. F. Shepherd, C. G. Spriggs; to engineering writer, C. H. Herod; to flight test engineer, C. R. Bingham; to nuclear engineer sr., R. E. Beissner; to structures engineer, K. E. Brown, R. G. Jacobs, C. B. Lucas; to structures group engineer, A. Clemen; to weight coordinator, J. H. Reuther Jr.

Dept. 18: to sr. price estimator, S. L. Markland; Dept. 21: to spaces project administrator, R. E. Niblo; Dept. 22: to master scheduler, C. R. McDaniel Jr.

Dept. 28: to chemist sr., T. J. Foy Jr.; Dept. 29: to quality control liaison man, E. O. Norton; Dept. 46: to foreman, L. R. Blake; Dept. 89: to subsystems procurement coordinator, B. D. Barber.

Awards

The following received Employee Suggestion awards totaling \$1,040.55 for the period ending 27 March:

W. A. Beck, H. A. Blair; Dept. 4, S. W. Goodnight, M. M. Miller Jr.; Dept. 24, J. W. Childress; Dept. 25, C. E. Jones, D. M. Loving, A. W. Smith.

Dept. 27, D. M. Carter, B. R. Fisher, D. C. Lain; Dept. 28, D. G. Baker, R. E. Baugh, T. P. Tyler; Dept. 30, L. Bussell; Dept. 31, R. Jara; Dept. 34, J. R. Hall; Dept. 35, G. W. Eyster; Dept. 36, M. H. Southerland; Dept. 46, F. F. Henslee, R. H. Mauldin, M. H. Smith.

Dept. 54, R. L. Chadwick; Dept. 56, C. E. Helton; Dept. 57, M. S. Fuller; Dept. 58, C. A. Potter; Dept. 64, R. L. Jessee.

Dept. 75, J. H. Baucum, J. H. Nealey, C. L. Swearingen, R. W. Wilson, J. A. Wood; Dept. 81, J. L. Scaggs, W. H. Troxell; Dept. 82, J. H. Wetz.

Retirements

LEWIS—J. M., Dept. 14. Original hire date August 22, 1949 (FW), retirement effective March 23. P. O. Box 2144, Ft. Worth, Texas.

SHELTON—W. H., Dept. 46. Original hire date October 31, 1946 (FW), retirement effective March 31, 120 Keyridge Terrace, Ft. Worth, Texas.

ADAMS—J. W., Dept. 27. Original hire date October 27, 1942 (FW), retirement effective April 7. Archer City, Texas.

ANDERSON—R. L., Dept. 99. Original hire date January 18, 1951 (FW), retirement effective April 16. 1728 Fifth Avenue, Fort Worth, Texas.

MOODY—J. R., Dept. 46. Original hire date October 6, 1947 (FW), retirement effective April 14. 209 East Place, Fort Worth, Texas.

Births

FORT WORTH

BARDEN—Elizabeth Jane, girl, 7 lbs. 6 ozs. born March 15 to Mr. and Mrs. Robert Barden, Dept. 33.

MOSELEY—Edward Steele, boy, 7 lbs. 11 ozs., born March 22 to Mr. and Mrs. E. S. Moseley, Dept. 6-5.

HAZELTON—Roy Andrew, boy, 7 lbs. 5 1/4 ozs., born April 5 to Mr. and Mrs. M. L. Hazelton, Dept. 81.

MARR—Peri Lee, girl, 6 lbs. 8 ozs., born April 5 to Mr. and Mrs. Charles Marr, Dept. 6-4.

Deaths

CHERRY—E. E., Dept. 25, died April 3. Survivors include his wife, two daughters, two brothers, three sisters and seven grandchildren.

NORTH—W. J., Dept. 46, died April 4. Survivors include his wife, two sons and one daughter.

Personals

We wish to thank our many friends at Convair, and the company itself, for their kindness and expressions of sympathy during our recent bereavement. Also those who contributed to the American Cancer Society.

Mrs. Gordon W. Graff
Gordon A. Graff
Bette C. Graff

Our heartfelt gratitude to the many personal friends and associates of Milburn C. Copold throughout Convair, for the warm friendship and expressions of sympathy and understanding as evidenced by the multitude of messages, cards and beautiful floral offerings.

Mrs. Milburn C. Copold
Justine Brooke Copold
Steven David Copold

My sincere appreciation to those who stopped to render aid at the scene of the automobile accident on March 20, 1959.

Bryan E. Hanley Jr., Dept. 22

Hitchhikers

RIDE WANTED—from 2310 Sixth Avenue (south side), 8-4:45 shift, call Jack Wilson, ext. 3442.

RIDE WANTED—from 3241 Lubbock (TCU), 7-3:45 shift, call Jean McGarrity, WA 4-9011.

RIDE WANTED—from 2309 Columbus, 3:45-12:15 shift, call K. B. Kramer, MA 6-0030.

RIDE WANTED—from 2107 College Ave., 8-4:45 shift, call Carrie Brent, ext. 3605.

Niemi Wins Award With New Sailplane

Leonard Niemi of the preliminary design section received an award of achievement recently from the local Dalworth chapter of the Experimental Aircraft Association for the successful flight of his home built high performance sailplane.

Niemi started working on his sailplane idea about six years ago but actually didn't start construction until some two years later.

One problem he coped with was building a 25 foot wing in a 23 foot garage.

The sailplane is all metal and can be disassembled and put into a trailer.

Chapter 34 of the Experimental Aircraft Association meets the first Sunday of each month at 2:30 p.m. at Arlington State College.

Tryouts Under Way For Next Drama

Tryouts for "Inherit the Wind," the next CRA Wing and Masque production slated for June, have been under way since Monday and will wind up tonight at 7:30 p.m. at the 2966 Park Hill Drive Playhouse.

Clyde Shrell, engineering motion picture director, will direct the show with the assistance of June Randolph.

Casting calls for 21 men, six women, one girl 12 years old, and two teenage boys. Results of casting will be revealed in the next issue of Convairiety.

"Inherit the Wind" was first presented at the Dallas Theatre '55 and later moved to the National Theatre in New York City for 803 performances.

★ Convairiety ★

First Place Winner
International Council of Industrial Editors

Founded Sept. 1, 1948. Published in six editions (Fort Worth-Daingerfield, San Diego, Pomona, Astronautics, Mail Edition and Antelope Valley-Holloman) by Convair Industrial Relations, General Offices, San Diego, Calif., Logan Jenkins, editor.

Approximate current total circulation, over 65,000. News items and letters to the editor are solicited, but no advertising can be accepted.

SD Editorial Offices, Building 32, Plant 1, ext. 1071. Staff: Grayce Fath, Helen Pemberton, Fred Bettinger.

FW Editorial Offices, Col. 73-C, Ext. 2961. Mailing Address: Convairiety, Convair, Fort Worth, Texas. Telephone PE 8-7311. Staff: Bob Vollmer, Fort Worth editor; Pat Baker, Mary Beck.

Astronautics Editorial Offices, Bldg. 2, new plant, ext. 1154. Staff: Bryan Weickersheimer, Astronautics editor.

Pomona Editorial Offices, Room K-222, Bldg. 2, ext. 6226, mail zone 3-8. Staff: James Combs Jr., Pomona editor; Dorothy Keller.

Antelope Valley Editorial Offices, Room 31, Bldg. 301B, Palmdale, ext. 337. Staff: Betty Lou Nash.

Is It News?

Is it news? Then grab a telephone and call Convairiety

Garden Club Flower Show Is Planned for CRA Next Month

Convair Fort Worth's green-thumbed gardeners are making plans for a Spring Flower Show at the Botanic Garden Center next month.

The show has been set for May 23. Hank Dvorak will serve as chairman. Theme for the spring show will be "The Miracles of the B-58."

Other committeemen are Mrs. G. L. Allen Jr., schedule; Mr. and Mrs. Esca Brown, staging; Mr.

and Mrs. Elbert Bartley, entries; Mrs. Bobbie French, classification, and Miss Mary Cathryn Smith, publicity.

Also, Mrs. Alice Arnold, hospitality; Mrs. Betty Bayne Shaffer, judges; Mrs. French, awards; and Mr. and Mrs. Clyde Shrell, education.

Entry cards may be obtained from club officers, the show chairman or from the CRA office.



PREPARING FOR SHOW—Left to right, Mrs. R. E. French, Mrs. Mildred Hancock, Mrs. Peggy Eichholtz and Mrs. G. L. Allen Jr. prepare for the Spring Flower Show set at Botanic Gardens May 23. CRA garden club people may pick up entry blanks at the CRA office or from club officers.

Astronomers Will Dedicate 'Scope at CRA Saturday

Commissioner Art Gilligan and members of the astronomy club will dedicate the recently finished 19 inch telescope and dome with a special dinner set for Saturday night at the CRA clubhouse.

Social hour will be from 6-7 p.m. at which time a buffet supper will be served.

Following the supper, there will be a presentation of awards and the dedication. A dance will continue until midnight.

Cost of the evening is \$1.75 per person, and guests are welcome, the commissioner said.

CRA astronomy medals will be

awarded to 21 people who made the largest contributions throughout the telescope project.

Those receiving these awards will be B. R. Stockman, William Johnson, Hardy Walton Jr., Ed Calvert, Marvin Fox, Bill Rapp, Joe Waggoner, Jim Green and Ralph Hopkins.

Also, H. Ankenbruck, Walt Burkhalter, John McCrea, Bruce Goss, Bruce Batchelor, Dave Norton and Skip Walton.

Four other people, although not participating members, will be recognized for meritorious service.

Golfers Start Sweepstakes

Saturday CRA's golfers will get into full swing again at Rockwood Golf Course with CRA's April Sweepstakes.

Sweepstakes will be a blind low net foursome affair, and contestants will make up their own foursomes. Handicaps will be used to place contestants in four equal groups.

Names will be drawn from each group at the conclusion of play to comprise four man teams. Net scores will be added to determine winning foursomes.

Golfers who do not have handicaps established will be placed according to their score that day, and around 50 per cent of the entries will take home prizes.

The annual plantwide championship tournament has been set tentatively for June 13. Handicaps must be established for this competition.

CRA Softball League Play Begins for '59

CRA league softball got under way last week, according to Commissioner R. L. Evans.

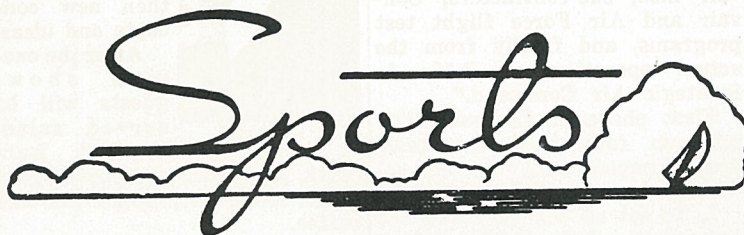
There are two leagues this season—the Convair League and the Engineering League. There are five teams on the Convair League and 16 entered in the Engineering League.

Convair League players will clash on Tuesday and Friday nights with games starting at 7:30 p.m. and 9 p.m. respectively.

The Engineering League plays on Wednesday and Thursday night but will compete in three games.

Evans says there will be no girls league this season, as only two teams signed up.

CRA Is For YOU—
Get into the act!



Junior Horseshow Scheduled April 25 at CRA Ranch Area

CRA's young horsemen are preparing for a Junior Horse Show scheduled for 1 p.m. April 25 at the ranch area.

The eight different events are open to CRA ranch activity members only.

A western horsemanship event has been set for those 12 and under and also for those 13 to 18.

Reservations Now Needed for Court

Beginning today Convair Fort Worth people planning to play on the CRA tennis courts must make reservations for courts in advance, the CRA office announced this week.

Reservation slips may be picked up at the CRA office, and courts are being reserved for two hour periods only. There are three courts, one of which is lighted.

Tentative plans have been made for youngsters to have tennis instructions. Details will appear later in Convairity.

Texas Boys' Choir Will Open April 23

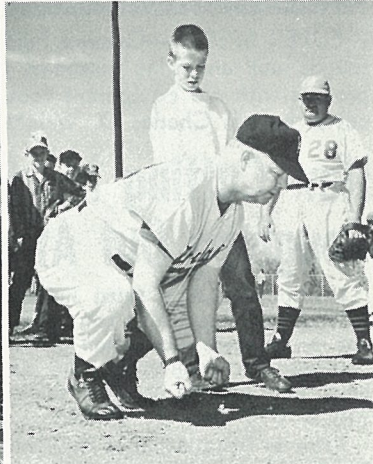
A number of Convair sons stand a chance of getting a trip to Europe if their Texas Boys' Choir Spring Show at Will Rogers auditorium April 23-24 draws enough audience. The boys' choir has previously been seen on the Pat Boone TV show.



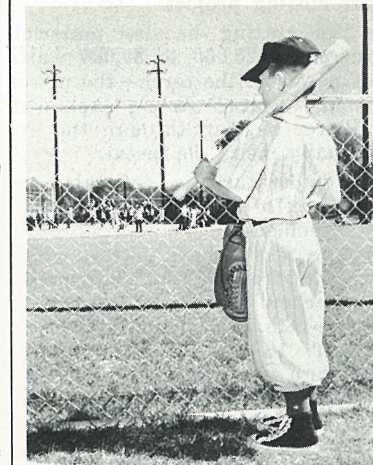
ORIENTATION—Joe White, standing left, gives opening briefing to CRA youngsters at Junior Baseball Clinic. White is a director and a scout for the Los Angeles Dodgers. Some 175 youngsters turned out opening day.



AWARDS — Charles (Chile) Bigham, left, with the New York Yankee farm system before going to the Milwaukee Braves, awards special T-shirts to the first and 100th boys in the clinic. Receiving the T-shirts are Tommy Croft, son of Tom Croft of employee services, and Rickey Bass, son of M. T. Bass of wage and salary.



THIS WAY — Here White goes into a special session with one of the youngsters on short stopping. The clinic is for boys 9 through 15 and is under the supervision of the CRA junior baseball activity. (Clinic is full—and no more applications can be accepted.) Sessions are held each Saturday at CRA recreation area.



TOO YOUNG!—Seven-year-old Lowell Holder, son of C. F. Holder of Dept. 27, stands on the outside looking in at the older boys. Young Holder didn't quite meet the 9-year-old age limit, but he's planning to show up when he can.

CRA Boat Clubbers To Meet April 25

CRA boat club members will gather at the clubhouse tonight at 7:30 p.m. to discuss plans for an April 25 barbecue dinner at the Lake Worth Boat and Ski Club.

Other items on tonight's agenda will be a discussion of boat club officers' duties.

A movie will be shown, and there'll be free coffee and donuts for everyone.

Model Airplanes in Free Flight Test

CRA model airplane enthusiasts will be "up in the air" again Sunday at 1 p.m. at Western Hills (North) when they hold a free flight contest.

The contest is for Class "1/2 A" and Classes "A" and "B" combined using 1959 AMA rules.

A radio control meeting has been set for April 21.

Activities Calendar . . .

Convair Recreation Association events in the next two weeks are listed below. Readers interested may clip this column and save it for reference until next issue of Convairity. For more information, phone CRA office, ext. 2771 at Fort Worth, ext. 424 at Daingerfield.

Fort Worth

Tonight, April 15
ASTRONOMY: work parties, 7:30 p.m., CRA.
BOATING: meeting, 7:30 p.m., CRA.
BRIDGE: duplicate session, 9:30 a.m., CRA.
DRAMA: casting for "Inherit the Wind," CRA Playhouse.
RANCH ACTIVITY: calf roping, 8-10 p.m., ranch area, CRA.
SOFTBALL: engineering league play, 7:30-9 p.m., CRA.

Thursday, April 16
ARCHERY: shoot, 7-10 p.m., archery range, CRA.
ART: class, 7:30 p.m., FW Art Center.
BADMINTON: play, 7:30-10 p.m., Stripling Jr. High Gym.
RADIO: operating night, 7:30 p.m., CRA.
SOFTBALL: engineering league play, 7:30-9 p.m., CRA.
SQUARE DANCING: classes: beginners 7 p.m., advanced 8:15 p.m., CRA.

Friday, April 17
BRIDGE: duplicate session, 7:45 p.m., CRA.
RANCH ACTIVITY: cutting 6-8 p.m.; roping 8-10 p.m., ranch area, CRA.
SOFTBALL: Convair league play, 7:30-9 p.m., CRA.

Saturday, April 18
ASTRONOMY: dedication ceremonies, 6 p.m., CRA.
GOLF: sweepstakes, Rockwood Golf Course.

Sunday, April 19
CHESS: meeting, 2 p.m., CRA.
MODEL AIRPLANE: free flight contest, 1 p.m., Western Hills (North).
RANCH ACTIVITY: advanced riding lessons 2 p.m.; cutting 4-6 p.m.; roping 6-8 p.m., ranch area, CRA.

Monday, April 20
MOVIE: "The Bamboo Prison" with Robert Francis. Shown lunch period, 50-foot aisle.
VOLLEYBALL: league play, 6:45 p.m., Southside Recreation Building.

Tuesday, April 21
CAMERA: photography class, 7-9 p.m., CRA.
MODEL AIRPLANE: radio control meeting, 8 p.m., CRA.
RANCH ACTIVITY: cutting, 7-9 p.m., ranch area, CRA.

SOFTBALL: Convair league play, 7:30-9 p.m., CRA.
SKIN DIVING: meeting, 7:30 p.m., CRA.

STAMP: meeting, 8 p.m., CRA.
Wednesday, April 22
ASTRONOMY: work parties, 7:30 p.m., CRA.
BRIDGE: duplicate session, 9:30 a.m., CRA.
CAMERA: color slide contest, 7:30 p.m., CRA.

RANCH ACTIVITY: calf roping, 8-10 p.m., ranch area, CRA.
SOFTBALL: engineering league play, 7:30-9 p.m., CRA.
WOMEN'S ACTIVITIES: Mrs. Maybell Criner, "Passport to Charm," 10 a.m., CRA.

Thursday, April 23
ARCHERY: shoot, 7-10 p.m., archery range, CRA.
ART: class, 7:30 p.m., FW Art Center.
BADMINTON: play, 7:30-10 p.m., Stripling Jr. High Gym.
RADIO: operating night, 7:30 p.m., CRA.
SOFTBALL: engineering league play, 7:30-9 p.m., CRA.
SQUARE DANCING: classes: beginners 7 p.m.; advanced 8:15 p.m., CRA.

Friday, April 24
BRIDGE: duplicate session, 7:45 p.m., CRA.
RANCH ACTIVITY: cutting 6-8 p.m.; roping 8-10 p.m., ranch area, CRA.
SOFTBALL: Convair league play, 7:30-9 p.m., CRA.

Saturday, April 25
SQUARE DANCING: old fashion cake walk and minstrel show with dixie land band, 8:15 p.m., CRA.
WOMEN'S ACTIVITIES: spring fashion show, 1 p.m., CRA Clubhouse.

Sunday, April 26
RANCH ACTIVITY: advanced riding lessons, 2 p.m.; cutting 4-6 p.m.; roping 6-8 p.m., ranch area, CRA.

Monday, April 27
MOVIE: "The Flight to Mars" (color) with Cameron Mitchell. Shown lunch period, 50-foot aisle.
VOLLEYBALL: league play, 6:45 p.m., Southside Recreation Building.

Tuesday, April 28
CAMERA: photography class, 7-9 p.m., CRA.
GARDEN CLUB: meeting, 7:45 p.m., Garden Center.
RANCH ACTIVITY: cutting, 7-9 p.m., ranch area, CRA.
SOFTBALL: Convair league play, 7:30-9 p.m., CRA.
TABLE TENNIS: play, 7:30 p.m., CRA.



SUPER SPEEDS—Convair Fort Worth's new heliarc cutting torch roughs out an Atlas bulkhead in one and one-half hours. Same process with old equipment took something like eight hours. Torch cutter here is Charles O. Wright of Dept. 30.

New Cutting Machine Expedites Roughing Out Atlas Bulkheads

Installation of a third heliarc cutting machine which can rough out a 2 1/4-inch aluminum Atlas bulkhead in something like an hour and a half is now under way at Convair Fort Worth.

Prior to installation of the first \$6,000 heliarc cutting machine at the first of the year, the roughing out of an Atlas bulkhead took a full eight-hour day. It had to be done by band and skill saws and milling processes.

"The new machine is a saving in both time and money," said Dave Hoban of manufacturing research.

Hoban and Jay Collins, senior manufacturing research engineer, have been working with the heliarc cutting project.

"In cutting heavier material, there are 75,000 to 80,000 watts of power at the torch—the power is in the arc," Hoban explained. "Power passing through the arc actually melts the metal."

Temperature is estimated at approximately 7,000 degrees Fahrenheit.

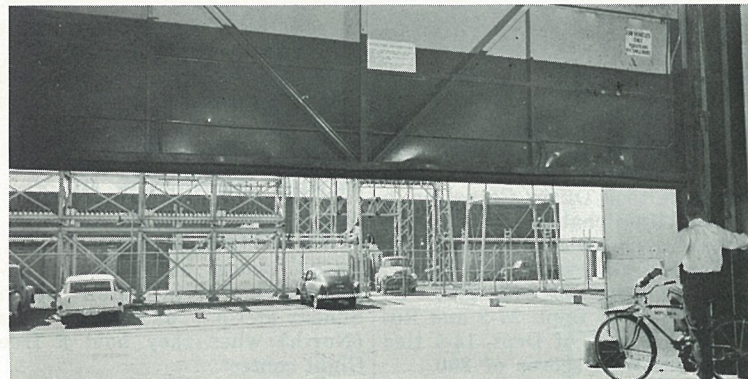
The new heliarc cutter, which evolved from a welding machine, can chew its way through a three-inch aluminum plate at about 15 inches per minute, through five-eighths-inch metal as fast as 85 inches a minute.

The two installed machines are located in Depts. 30 and 81, Ike Pemberton, general foreman, reported.

Use Smallest Doors When Leaving Plant

Pedestrians, bicycle riders and those on scooters are being asked to use the smallest door possible, when going in or out of the plant.

With air-conditioning weather just around the corner, the problem is to reduce to a minimum the loss of cool air and the influx of warm air. Division Manager Frank Davis recently appealed to all supervision for co-operation in holding down the demand on the plant air conditioning system.



IT'S COSTLY—Bicycle rider demonstrates what NOT to do by opening 50-foot aisle door to let himself outside main plant. Use of pedestrian door is far less strain on air conditioning—and therefore less expensive.

7th Annual Student Paper Competition To Start Tomorrow

Tomorrow is the kickoff for the seventh annual student paper contest being sponsored by Convair Fort Worth and other aircraft companies jointly with the Texas Section of the Institute of Aeronautical Sciences at the Hilton Hotel.

Competition will be going strong through Saturday among graduate and undergraduate students from about 18 major colleges and universities. They'll be vying for some \$1,200 in prize money.

The competition will start Thursday and Friday at 9 a.m. and run until 5 p.m. There'll be a luncheon both of these days from 12:15 p.m.-2 p.m. with R. H. Widmer, Convair FW chief engineer, as guest speaker on Thursday.

Saturday will highlight a field trip to Convair, Chance Vought, Bell and Temco, and the awards dinner will be that night at 7:30 p.m. in the Continental Terrace Room of the Hilton.

CLUB'S 'CREATIVITY' PROGRAM EXPECTED TO SPUR NEW IDEAS

(Continued from Page 1) meeting also will be attended by representatives of other National Management Association clubs in the area.

True's theory is that too many people consider creative thinking strictly the province of the genius or the artist. There is a little bit of both in all of us, he contends.

According to him, too many people think in fixed, rigid patterns formed by their education and background. He says that merely by re-arranging these patterns and experiences, one could come up with new approaches and then new concepts and ideas.

After the one-man show, guests will be served salad, broiled ham steak, au gratin potatoes, string beans in butter, apple pie and coffee.

Both the program and the luncheon are included in the \$3.50 tickets which are available from officers, members of the board of control and the usual ticket agents.

Altitude and Escape Key Space Problems Air Medico Asserts

"Rocket Age Man" will be discussed by Col. John Paul Stapp at the April 16 meeting of the North Texas Section of the American Rocket Society.

The meeting, to be attended by a substantial delegation from Convair Fort Worth, will be held at Western Hills Inn on Highway 183.

Colonel Stapp is the society's national president and head of the aero medical lab at Wright Air Development Center. He advised Jack Kerr, section president, that his talk will bring out the fact that the chief aero medical problems at the present time are extremely high altitude conditions and provision for emergency escape.

Convair people—both members and non-members—may obtain information on tickets by contacting Kerr at ext. 2173 or 2183.

CRA operates for YOUR pleasure. Consult the CRA calendar for schedules of your favorite activities.



GOOD EGGS—Mrs. C. W. Allen, of Dept. 6-1, behind wheel, watches as her children and those of Mrs. Lois Tidwell, also Dept. 6-1, take shelter to open sacks of eggs at rained out Easter egg hunt at Convair Fort Worth.

Raindrops Alter Annual Egg Hunt, Easter Bunnies Deliver by Hand

CRA's Easter bunny "laid an egg" at Convair Fort Worth last month. It rained!

Even though thunderstorms put a damper on the anticipated 4,000 youngster turnout, parents chauffeured over 1,000 eager small-fries to the CRA area where a determined Easter bunny was at the gate handing over sacks of eggs.

The sacks contained mixtures of hen and candy eggs with an occasional "prize egg" which could be redeemed at the clubhouse.

Those with the prize eggs in their sacks cashed them in for panda bears, mechanical bunnies and stuffed rabbits.

Bunnies in disguise were Henry Growald, chief of engineering tests, and R. W. Beck of Dept. 81.

Roy Jarl and Dave Smith of employee services acted as head of the egg committee and as master of ceremonies respectively.

Chief K. Simmons and the men of Convair Fort Worth's Dept. 15-4 were on hand to direct the carloads of youngsters.



ORIENTATION—R. N. Hale of Convair Fort Worth orients a group of 70 Air Force enlisted men during a recent customer training session. This is one of the largest classes of any kind ever to be held on the Fort Worth reservation, according to H. C. Anderson of educational services.

At 80, Fort Worth's Herbert Hamilton Is Still Plant's 'Youngest at Heart'

Yesterday marked the 80th birthday of one of Convair Fort Worth's oldest but "youngest at heart" employees—Herbert Hamilton of Dept. 6-5.

Hamilton, who has worked all over the United States and in Canada as a commercial artist, is in the engineering illustrations group supervised by Johnie Herbert.

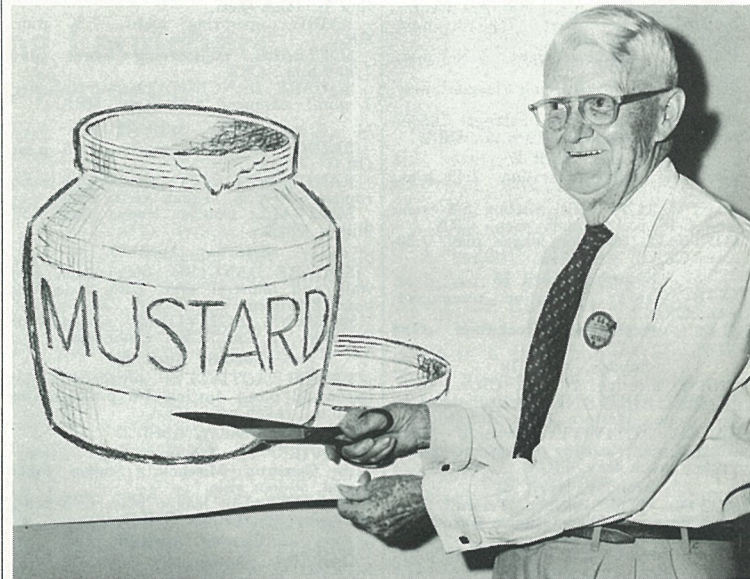
In his nearly 15 years with Convair, he had never been absent until a year ago, a pretty good record for anyone.

An ardent golf enthusiast, he still manages to find time to get onto the greens and is still active in CRA golf.

When asked the secret for remaining physically fit, he said, "I've exercised a lot during my life. Never have been one to sit in a rocking chair."

His favorite food is roast beef, and he was a heavy smoker up until about 15 years ago.

Hamilton attended the University of Arkansas and the Art Institute in Chicago.



CUTTING MUSTARD—H. H. (Herbert) Hamilton, who celebrated 80th birthday April 14, shows he's not too old to "cut the mustard." Gag was fixed up with help of Ham's friends in engineering illustrations group.



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SAN DIEGO, POMONA, ANTELOPE VALLEY, VANDENBERG AFB, CALIF.

AMTC, CAPE CANAVERAL, FLA., FORT WORTH, TEX.

Use the
D-TRAIN
— 1 day left!



'D-Train' Cruises Convair Gathering up Surplus

One more day to get on the "de-hoarding" bandwagon!

And only one more day (since Friday is a holiday at Convair) to get rid of surplus and unwanted items merely by stopping the "D-Train."

The train, bearing flashing lights and brightly colored signs to attract attention, has been cruising the plant and the reservation all week as a special project of traffic department.

It made its first run—just to remind employees that Monday would be D-Day of de-hoarding week—on Friday of last week.

"The D-Train can still pick up your unwanted stuff—if it's not too big—on Thursday," said Budge Lee, de-hoarding campaign chairman.

"All supervisors need to do is screen the stuff, pile it alongside one of the aisles named in the memo from traffic a few days ago, and put one of our 'D-Train'

labels on it.

"The D-Train driver will do the rest. You don't even need to call traffic. It'll be taken care of automatically."

Supervisors were once again cautioned NOT to ship on the D-Train any items charged to an employee. These items, if not needed at the moment, should be returned to the proper tool crib for credit.

Besides cruising inside the assembly building, the D-Train also makes one trip each day past the development hangar, flight test hangar, engine test stand and the warehouses.

Lee urged that supervisors, after the D-Train makes its last run Thursday, continue their efforts until all unneeded items are put back into circulation where they can be of use. After the D-Train run, however, all normal procedures will be followed as in the past.

4,000 Visitors Tour B-36 Park

(Picture on Page 8.)

An estimated 4,000 visitors toured B-36 Park and the enshrined Air Force B-36 intercontinental bomber at dedication ceremonies held May 17 at Amon Carter Field.

Visitors for first time were able to climb inside both the forward and aft compartments of the Convair Fort Worth-built plane. They climbed up on steel stairways leading into each compartment. Inside they found the volunteer Convair employees and Convair Fort Worth Management Club members had polished everything to a sheen. Neat labels identified many pieces of equipment. The plane is virtually as complete as it was when it was flown from El Paso to land at Carter Field, except that certain pieces of classified equipment have been removed.

The bomb bay doors were open to give visitors a view of the 80-foot cavern in which a B-36 could carry a devastating load.

A steady stream of visitors—many of them Convair employees showing their families the inside of the plane for the first time—flowed through the interior from the opening at 2 p.m. until closing at 6 p.m.

Representing Convair at the brief dedication ceremony was Frank W. Davis, division manager, and other members of management. The Management Club was represented by Lloyd Gant, president; S. E. Keith Jr., chairman of the committee which helped arrange the memorial; Lou Lyte, B. R. Main and others.

The park will be open and guides provided by the Management Club from 2 to 6 p.m. each Saturday and Sunday. Visits can be arranged on other days for special parties by contacting Keith at Convair.

Daingerfield Post Goes to B. W. Berry

B. W. Berry is the new manager of accounting and material at Convair Daingerfield, succeeding the late J. E. Halnan.

Berry joined Convair Fort Worth in 1953 as a cost analyst, later becoming accounting assistant supervisor. He was transferred to Convair Daingerfield as accounting supervisor in 1955.

A graduate of Southern Methodist University in Dallas, he's married and has four youngsters, Ronnie, Dick, Steve and Donna. The Berrys live in Longview, Tex.



B. W. Berry

B-58 Run Stations, \$3 Million Task, Under Way at FW

Construction on \$3 million worth of sound controlling B-58 production field operation stations is now under way on the south end of Convair Fort Worth's east ramp.

The new B-58 run stations will be permanent structures and will be enclosed by east and west hangar doors.

Purpose of the new project is to provide protection from the weather for people working on the Hustler. It will also reduce sound in the area when engines run, according to M. E. Messersmith, chief plant design engineer.

Messersmith said there will be six buildings. Each will house two B-58s, making for 12 enclosed run station buildings. There also will be five open run stations.

In the enclosed run station, jet engines can go up to 85 per cent of power but must be taken to one of the open stations for full power operation.

Sound suppressors for afterburners will be used when engines run in outside stations. This will keep noise to a minimum.

The buildings will have a systemized air conditioning set up. The mobile trailer air conditioners now used will no longer be needed.

To air condition the supersonic bomber in one of the new stations, it will be necessary only to plug into one of the many air conditioning sockets which will be located throughout the building.

Project engineer is L. W. Carlson, who says the first station should be complete around the first of September. The project is scheduled to be finished about the first of the year.

The stations will be 205 by 131 feet. The first 12 feet up from the concrete ramp will be of concrete with steel siding above. Interiors will have sound insulation as will the west hangar doors.

Junior Achievement Chairman Appointed

New program chairman for all Convair Fort Worth Management Club-sponsored Junior Achievement companies is T. V. Malloy, cost analyst in Dept. 89-3.

He succeeds M. J. Scott of the suggestion section.

He became active in the Convair Junior Achievement program shortly after joining the company in 1957.

Scott, who started out as a Junior Achievement adviser, was a chief adviser before he took over the program chairman's job. He will remain active in Tarrant County Junior Achievement as a director.

Fire Victims Speedily Handled Thanks to Emergency System

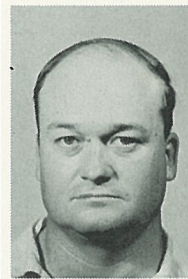
Emergency procedures established four years ago by Convair and the Harris Hospital staff to provide speedy handling of accident victims may well be responsible for the fact that there was only one fatality in the explosion and fire at Convair Fort Worth May 14.

Such is the view of Dr. J. K. Leverett, Convair Fort Worth chief physician, and Dr. Ted Lace, Convair medical consultant.

Both were high in praise of all employees who assisted in rescue operations, as well as Convair nurses and Convair and Carswell firemen.

Convair Mourns Two Employees Killed In Blaze

Doctors did everything humanly possible last week—but in vain—in their efforts to save the life



of a Convair Fort Worth employee critically burned in a B-58 ground explosion and fire which earlier had brought death to another employee and injuries to 12 others.

Killed in the flash fire May 14 was G. W. Johnston of Dept. 63. Dying May 22 in a Galveston clinic was J. D. Hoy, 6-4, who suffered critical burns.

The fire burst out in a B-58 parked on the flight line alongside Grant's Lane. Ground crews were preparing the Hustler for flight. Exact cause of the fire is not known.

When the fire broke out, Convair firemen—assisted by Carswell Air Force Base firemen who raced across the field when they saw flames—began quickly rescuing victims.

Employees most seriously injured were rushed to Harris and St. Joseph's hospitals. Employees with serious but lesser injuries were treated in the plant dispensary by Convair physicians.

When Hoy was able to be moved from Harris, the Air Force flew him to the John Sealy Hospital "burn center" at Galveston.

Dr. J. K. Leverett, Convair Fort Worth chief physician, flew to Galveston in Convair's company plane ahead of the hospital ship to make certain everything was in readiness to receive Hoy on May 18.

Attending Hoy on the plane, which took off from Carswell, (Continued on Page 8)

"And special thanks go also to the corps of doctors and nurses who went on a crash basis at the hospital to give immediate relief and treatment for Convair employees as fast as ambulances could get them to the hospital," he added.

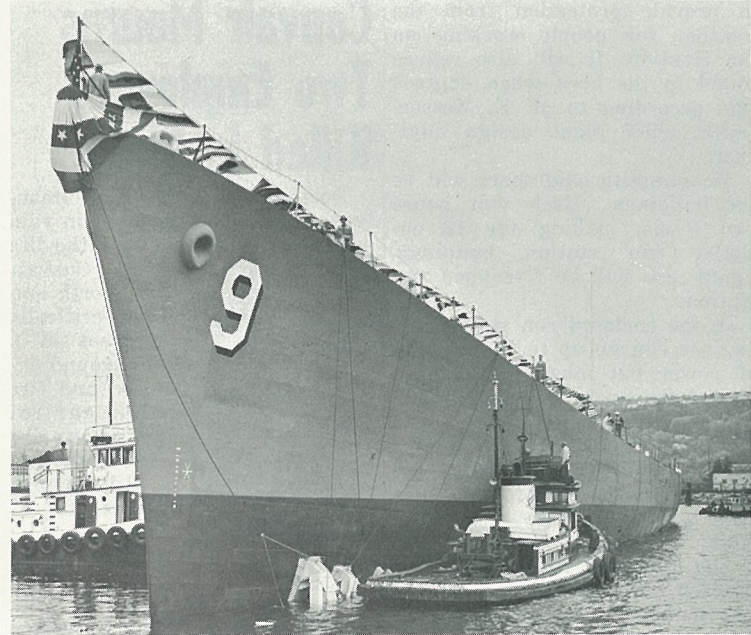
Going into action immediately were four company surgeons, four Harris hospital resident physicians, 20 registered nurses and supporting staff members.

First, a pre-determined special route of entrance into the hospital was cleared to speed patients toward treatment.

(Continued on Page 8)



LINKS 'N MONEY—Convair Fort Worth's F. M. Mason, right, of Dept. 27 gets cuff links and tie clasp from T. E. Hoffman, chief of inspection production, for first Employee Suggestion in 1959 to produce over \$10,000 in savings. Hoffman also presents check for \$1,061.65.



TARTAR SHIP—Launched at Seattle, Wash., last month was the "Towers," destined to be equipped with Tartar missiles, built by Convair at Pomona Division. She is shown going down ways of Todd Shipyards. Another "Charles Adams" class destroyer was launched at about same time at Bay City, Mich. Both are due for late 1960 delivery to Navy.

Dynamics Is Considering Joint Chemical Concern

The boards of directors of General Dynamics Corporation and the Philadelphia and Reading Corporation May 11 agreed "in principle" to the organization of a jointly owned corporation for the purpose of producing chemicals from anthracite mining wastes and residues.

The new company would be known as Dynamics Reading Chemicals, Incorporated and would be the only chemical company in the United States producing chemicals from this type of mining waste. Details of the financing of the proposed organization are not yet worked out.

According to Frank Pace Jr., chairman of the board of General Dynamics, and Howard A. Newman, president of Philadelphia and Reading, the possibility of a joint venture has been under intensive consideration by both corporations for many months.

If, following certain explorations, the new corporation is formed, it would produce hydrogen ammonia, ammonia nitrate, urea, nitrogen solutions, methanol, calcium carbide, acetylene and vinyl chloride primarily for bulk sales to the chemical industry and allied industries.

Management and sales responsibility would be under the jurisdiction of Rex L. Nicholson,

president of the Liquid Carbonic Division of General Dynamics Corporation.

Facilities of Dynamics Reading Chemicals would be located at Pottsville, Pa., the only area in this country where anthracite mining waste exists in quantity sufficient for an enterprise of this size.

Manufacturing operations would utilize the Lurgi process, successfully employed for a number of years in Germany. This process promises unique achievements in the petrochemical area.

Crews Get Awards Of Caps, Lapel Pins For B-58 Excellence

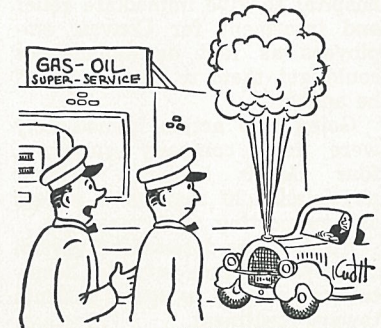
New quality crew awards are being presented monthly at Convair Fort Worth to B-58 flight test field operations crews who are rated "excellent" in maintaining their airplanes.

The recognition awards are flightline caps and lapel pins bearing the new "B-58 Excellence Emblem," according to R. W. McGuffee, manager of development.

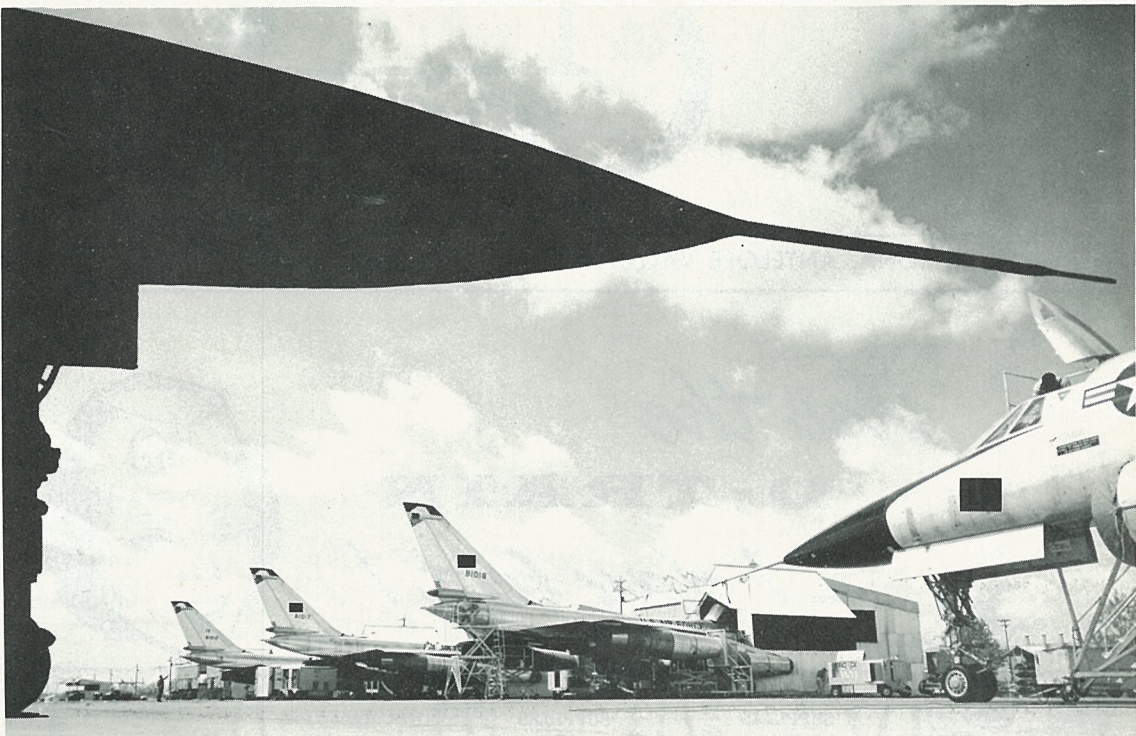
"Our purpose is to recognize employees who consistently achieve top quality maintenance and to reduce airplane turnaround time between flights," McGuffee said.

"We feel that this can be done by creating a more tightly knit team effort on each airplane and by promoting friendly competition among crews."

Each month's quality crews are selected by a committee made up of B. A. Erickson, manager of flight; N. B. Robbins, manager of B-58 flight test program; C. C. Flagg, chief of inspection-modernization, and McGuffee.



"Here comes 'Old Faithful' again."



SPRING SILHOUETTE—Convair Fort Worth photographer Aaron Murray draws on imagination as he captures nest of Hustlers in afternoon sun and then superimposes silhouette in foreground for dramatic effect.

F-106s Will Get New 'Bobsled' Ejection Device

Convair San Diego has been awarded an Air Force contract for incorporation of a newly-perfected ejection seat in its F-106 all-weather jet interceptors, B. F. Coggan, San Diego Division manager and Convair vice president, announced recently.

The \$1,553,449 contract provides for the inclusion of the system, known officially as the "B" Supersonic Seat Escape System, in F-106s now under production at Convair SD's Plant 2.

Convair SD, first aircraft company to make application of the new seat, headed a 27-month industry-wide effort to develop a safe emergency ejection system.

The system embodies four principles never before combined in pilot escape systems: a toboggan-shaped seat; rocket propulsion; twin telescoping booms to stabilize the seat's trajectory; positioning of the pilot on his back in a feet-first attitude before ejection from the aircraft.

The new system jettisons the aircraft canopy and rockets the pilot and his seat out of the aircraft automatically after movement of only one lever by the pilot. The entire action takes only 1.31 seconds.

Air Conditioners Offer B-58 'Constant Climate'

Air conditioning has just begun for 1959 in the Convair Fort Worth plant—but B-58 air conditioners run the year round, as long as any of the aircraft's sub-systems are in operation.

It is imperative that many parts remain at constant temperatures whenever in operation. To perform this task, mobile

50-ton air conditioners, valued at over \$24,000 apiece, are used to keep operative B-58 systems at stable temperatures at all times when systems are being operated on the ground for tests or check-outs.

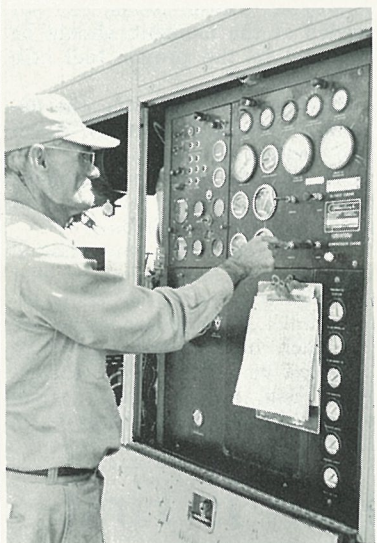
The air conditioners are about the size of a small trailer. They are painted yellow and have a control board type operation panel that requires a qualified operator.

The panel is covered with high and low temperature pressure gauges, supply air flow and pressure meters, etc.

"It's highly important that the ducts carry cool air into the right areas whenever a system is in operation," commented M. R. Jackson, division material handling coordinator.

Jackson said only recently an expensive part was lost because an air conditioning duct was accidentally sealed off.

The conditioners are a vital part of the Hustler's ground support equipment. They are manufactured by the C. A. Hokanson Co., Inc. of Los Angeles.



AT CONTROLS — Convair Fort Worth's T. L. Wood of Dept. 63 makes proper adjustments on gigantic air conditioner's control board to keep cool air flowing.

Society Announces Scholarship Fund

A scholarship loan fund for SMU and TCU students was announced this week by the Dallas-Fort Worth section of the American Society of Quality Control.

The fund will be available initially to SMU's industrial engineering department and TCU's school of business for the purpose of providing funds to students in the field of quality control.

Fund chairman is Convair Fort Worth's Glen H. Parmeter.

Convair Son Honored As Top ROTC Cadet

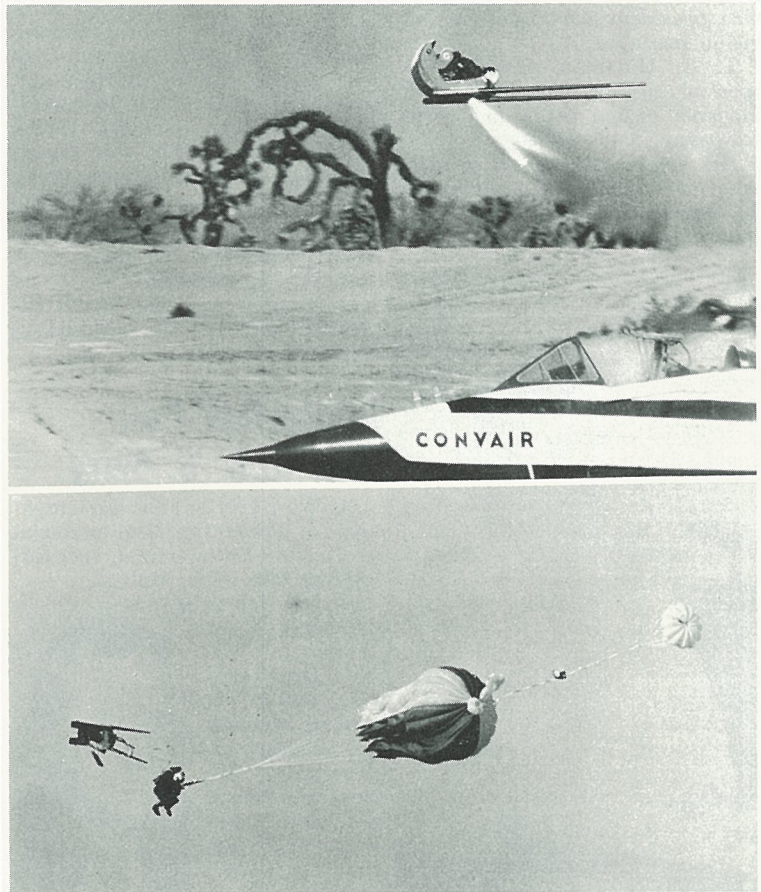
Ernest Miller Jr. (son of Ernest Miller, Convair SD security guard) May 15 received a medal in regimental parade and field day competition at Balboa Stadium as the outstanding first-year cadet in the Hoover High School ROTC.

Plastic Bag Danger To Children Noted

Convair safety departments have joined in the current hue and cry to protect small children from death in plastic bags.

More than 20 youngsters have lost their lives from suffocation after crawling inside plastic containers left within their reach, M. C. Val Dez, SD chief safety engineer, reported.

"Families with small children can guard against possible tragedy by diligently keeping the bags out of reach—or better yet, by not keeping them in or near the house at all," he cautioned.



AERIAL BOBSLED—Newly-perfected ejection seat will be used first in Convair F-106 jet interceptors. Upper shot shows rocket-powered seat carried above and away from cockpit with pilot in supine position. In lower photo, small drag chute (at far right) slows seat before deployment of main chute.

Novel Miniatures Constructed at SD To Help in 880 Customer Training

When customer service training classes start at Convair SD this summer, "students" will be briefed on operation of the 880 jet transport in the classroom with the help of some realistic miniature 880 parts.

Such important assemblies of the Convair jet airliner as the General Electric engine have been duplicated in outward appearance in Convair SD's training aid section of service publications. The quarter-scale plywood and cardboard mockup will be used primarily to demonstrate the step-by-step sequence for disconnecting and replacing the 800 engine in the pod.

As the training progresses, the same engine replica will be used over and over to demonstrate other points pertaining to the power plant, such as fuel quantity pre-set gauges for refueling, access doors, fire extinguishing containers, etc., Don Maxion, in charge of customer maintenance training, explained.

A quarter-scale entrance door complete with internal mechanism to make it operable is another training device just finished by the "builders" in the SD training aid shop. The wooden replica

is covered with plexiglas to make visible the lock action and show how the door works on a slide-lock principle, moving straight up on a glide track, then swinging on an articulated hinge to a 180-degree angle. Jerry Blumenthal and Bill Polakowski (Dept. 15-6) did the actual construction under direction of Karl Busch.

"The same planning holds true for the 880 mockup door as for the engine," continued Maxion. "Besides its basic use for familiarization of airline representatives, the device will be used to train mechanics and since the 880 door application is unique, it will be a valuable aid in presentations to line service personnel, stewardess instructors as well as potential customers."

Among other visual aids to be constructed will be animated plexiglas transparencies of nose-wheel steering, nosewheel hydraulic system, refueling valve, and a full-scale cardboard mockup of an 880 cockpit with diagrams showing position of instruments and switches.

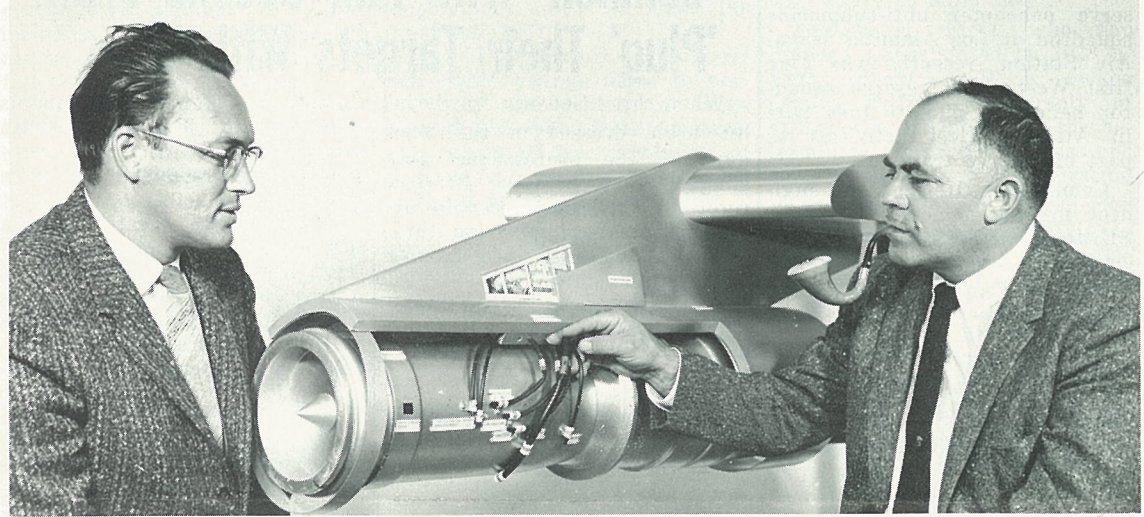
"Configurators," based on an idea conceived by Bob Detwiler, field service representative, have been developed for instruction in

several of the 880's systems. Operating on a calculator principle, they show component positions during various operating conditions. A configurator will be used by each student, with a large model for instructor demonstration.

A double-size flight engineer's panel also will be used as a classroom aid. It is 7-ft. high by 4½-ft. wide, made from actual photographs of the instrument panel and will be used for student reference.

Plans for the training aids are drawn to customer service requirements by George Bain and Bruce Adams of the illustrations group of service publications and worked out in plywood and cardboard to look like the real thing.

"We must make maximum use of our time with the customer," said L. J. Bordelon, chief of transport service. "Replicas of 880 components from Convair's training aid section, engineering test, specimens, and actual airplane hardware will be used to facilitate the training, making it simpler to indoctrinate airline representatives in 880 operation as they will be able to go through the actual motions."



LIFE-LIKE—From left, Don Maxion of Convair SD customer service training and L. J. Bordelon, chief of transport service, examine quarter-scale plywood and cardboard mockup of 880 engine to be used as aid in customer training classes.

Landing Tests Prove 880 Transport Can Stop With Run of Only 2,000 Feet

Landing tests held recently at Convair SD showed that the 880 jet transport is able to stop in distances as short as 2,000 feet.

Plane No. 1 was put through a preliminary evaluation landing performance a couple of weeks ago to get information needed for design considerations for the Convair 600 and intercontinental 880. The 600 jet transport is

due to go into production this fall with the intercontinental 880 following on the line a couple of months later.

In the six landings made by the first 880 at Lindbergh Field, the minimum ground run recorded was 2,000 ft., reported SD engineering flight test.

Further testing in landings and takeoffs will be done when

plane No. 1 goes to Edwards AFB some time in July for a six-week stay.

Plane No. 3, second place in the flight test program, is being prepared for the thrust reverser test program. Following that, flight test engineers will be running power plant installation tests and performance and flight characteristic tests as required in support of plane No. 1.

By the second week in July the first 880 is expected to be through the development part of the flight test program and ready to start testing for Federal Aviation Agency requirements.

B-58 to Get Air Fueling, New Design Nacelles

One of the Carswell Air Force Base supersonic Hustlers is back home at Convair Fort Worth where development people are modifying it for an Air Force accelerated service test program.

Modification actually got under way when Maj. J. R. Phillips taxied the aircraft to Convair after a brief test flight. Other B-58 Test Force members aboard

included Capt. R. K. Markel, navigator, and Capt. H. S. Bialas, flight engineer.

After the B-58 touched down at Convair, R. W. McGuffee, development manager, J. E. Ivy, superintendent of development manufacturing and R. W. Dodd, superintendent of development field operations, were on hand to receive it. However, the Hustler was not signed over to Convair.

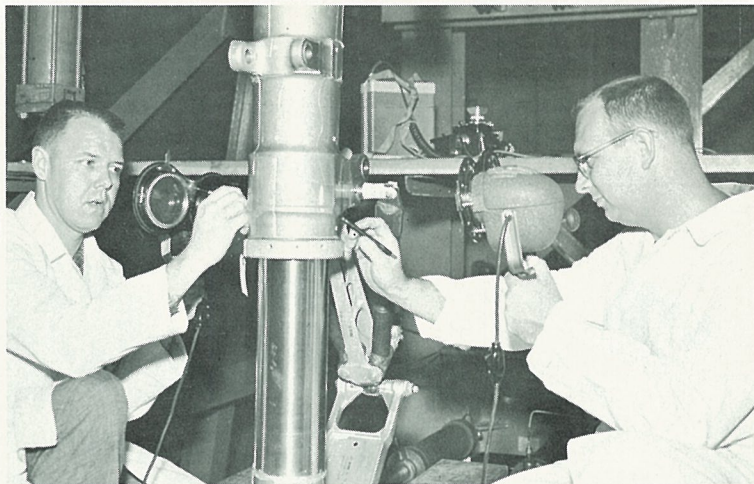
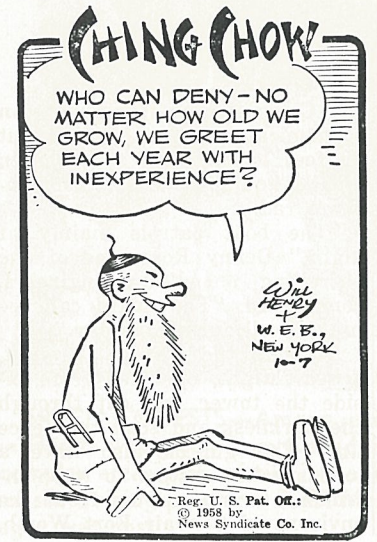
According to Jack Weir of development liaison, Convair will install newly-designed nacelles, aerial refueling and the ultimate fuel system.

"Engineering, manufacturing and all management coordination and support departments are making a strong effort to complete the work when due," Weir added. "We're to turn the plane back to the Air Force by July."

Convair FW Man Shot Climbing Into Car

M. J. Scott of Convair Fort Worth's suggestion section was in Saint Joseph's Hospital last week recovering from an accidental gunshot wound.

Scott accidentally shot himself in the side with a target pistol.



COLOR TESTS—Convair Fort Worth's Carl E. Rucker, left, Dept. 6-7, and Terry Borchardt, Menasco research analyst, check stress on B-58 landing gear by photostress method. Field meter enables them to measure stress by means of colors they see.

Unique Color Process Helps Measure Stress

Convair Fort Worth is engaging in "technicolor" with a special polaroid application which gives engineers a new way to measure stress in aircraft parts and components.

Called photostress testing, the new process developed by Tatnall Measuring Systems Co. uses known principles of polarized light to measure stress, according to Carl E. Rucker, test engineer of Dept. 6-7.

For instance, on a B-58 landing gear strut, it works this way: the strut is first covered with a special photostress soft plastic which can be formed to cover any type of regular or irregular surface.

After application, the plastic hardens and is glued to the surface of the object to be stress tested.

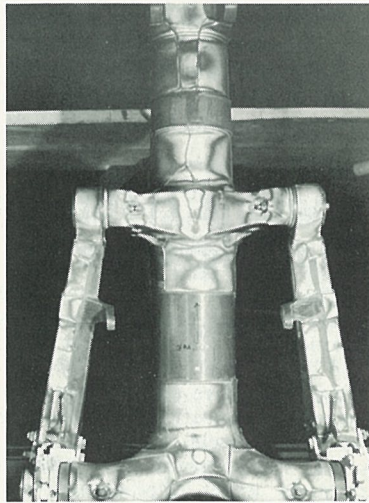
Load is then applied to induce stress. As this goes on, an engineer looks through a special polaroid appliance called a field meter.

The polarizers in the field meter enable him to see the rainbow of colors the plastic takes on under differing amounts of stress—and enables him to measure the stress according to the colors which develop.

The engineer can pinpoint those areas which are put under the greatest strain. Engineers can then make certain that those points are strong enough to stand up.

Rucker, who aided Menasco Mfg. Co. in conducting tests at Convair on the B-58 landing

gear, said this new optical strain gauge has many advantages over the standard process. With the new method, strain distributions can be seen and evaluated.



COLORFUL — This is what black and white camera "saw" when shooting through polarized field meter.

Kuter Will Succeed Partridge in NORAD

Gen. Laurence S. Kuter has been named to succeed Gen. Earle E. Partridge as head of the North American Air Defense Command upon Partridge's retirement July 31.

General Kuter, now Commander in Chief, Pacific Air Forces, will be succeeded by Lt. Gen. Emmett O'Donnell Jr., now Deputy Chief of Staff, Personnel, at Hq. USAF.

As NORAD's commander, General Kuter will be responsible for defense against air attack for the North American continent. Key aircraft of NORAD are the Convair-built F-102A all-weather jet interceptors.

AIA Changes Name To Include 'Space'

The Aircraft Industries Association May 15 changed its name to Aerospace Industries Association to reflect the changing nature of the work being performed by the industry.

Gen. Orval R. Cook, USAF (ret.), president of A.I.A., said "by our definition, 'aerospace' embraces research, development and production of manned and unmanned vehicles and their supporting equipment for movement above the earth's surface, whether they move within the layer of atmosphere which surrounds our planet or beyond it."

Japanese Aircraft Executive Visitor

Motoo Takahashi, manager of aircraft department of Sekiya & Co., Ltd., Tokyo, Japan, renewed acquaintance with Convair San Diego friends last week while here inspecting the basic 880 jetliner.

His first visit to Convair SD was just two years ago, May of 1957, when he was here to receive instruction on the Convair-Liner 440 after his company's purchase of two of the transports. During his recent visit he was guest of A. P. Higgins, assistant to division manager-military relations.

H. G. Golem Appointed To U. S. Committee

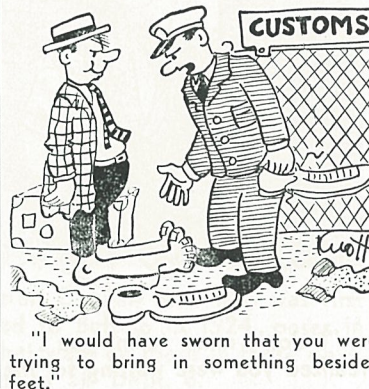
Howard G. Golem, director of procurement for Convair, has been appointed to a two-year term on the Department of Defense Small Business Industry Advisory Committee, he was notified by Perkins McGuire, assistant secretary of defense for supply and logistics.

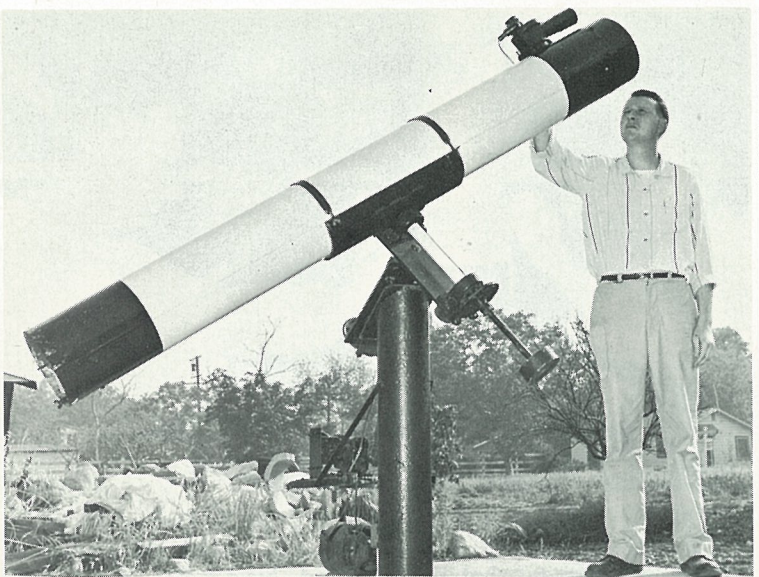
The advisory committee, composed of representatives of both large and small industry, meets twice annually to discuss problems arising in the field of the small business supplier.

Golem has been with Convair continuously since 1929, except for a brief period as vice president-manufacturing for a Texas aircraft firm in 1944, and has been director of procurement since Feb. 1, 1951.



PRETTY "COLONEL"—Loretta Lodwig, daughter of Opal M. Lodwig, Convair Omaha office secretary, received title of honorary colonel of University of Omaha's Air Force ROTC at annual Military Ball recently.





ASTRONOMER-PHOTOGRAPHER—Convair Pomona's Stanley Van Dusen (Dept. 27) is shown with reflective telescope and camera attachment, which he built himself (except for camera case) and with which he photographs stars, planets and constellations. Telescope has six-inch lens, which Van Dusen ground. Below are moon photos.

Pomona Hobbyist 'Space Visitor' Via Telescope Lo These 12 Years

The "space age" arrived 12 years ago for Convair Pomona's Stanley Van Dusen (Dept. 27), and he has been periodically "visiting" the stars and planets ever since—via a reflecting telescope he built himself.

"At the present time astronomy is about the closest approach to building a space ship and visiting the other planets," Van Dusen said.

An eighth grade teacher in Bakersfield initially interested Van Dusen in astronomy, and helped him build his first telescope, which had a four-inch mirror.

Later on, while in high school, he built his present telescope. This one, which is now located at his aunt's home in Ontario, has an eight-inch mirror and a clock-type mechanism which

drives the polar axis to counteract the movement of the earth.

More recently he has become interested in photographing stars and planets, and has devised several methods of taking surprisingly sharp pictures. He has taken photos by placing a film holder of his own design directly over the viewing lens of the 'scope, and he also has a camera which can be attached to this lens. He also has taken pictures directly with a telephoto lens-equipped camera mounted on the telescope.

Some of his best pictures are color shots of Mars, taken when the planet made a close approach in 1957. He has also taken an excellent series of the moon in its different phases, and he has several of Saturn with its "ring" clearly defined.

Van Dusen said that he liked building telescopes equally as well as using them.

"Grinding and finishing the mirrors is one of the most exacting of hobbies," he said. "The mirror must be so accurate that it cannot be measured with a micrometer. The accuracy must be measured with light."

At present he is building a new telescope with a 10-inch mirror. He does all of his grinding and finishing by hand, and he estimates that a minimum of 45 hours is required to complete a mirror. He recently had the mirror for his new scope completed, except for a few finishing touches—and accidentally dropped and broke it. Now he must start all over. He hopes to have the entire project completed by the end of this year.

ROTC Detachment Gets Convair Award

A "Certificate of Esteem" was presented by Convair—along with a scale model of the B-58 Hustler—to the ROTC detachment at TCU this month.

The presentation was made by Malcolm Holloway of the office of the special assistant to the division manager. It was made on the occasion of the ROTC's annual "Decorations Day," which was arranged by Lt. Col. Ardeene E. Sanders, professor of air science at TCU.

Fox Will Be Speaker On SD Electronics

W. W. Fox, chief engineer at Convair SD, will be the principal speaker at a meeting June 4 of the Western Electronic Manufacturers Association in the Tocc Room of the Town and Country Hotel.

Fox will take "A Look at Electronics in the San Diego Division," following the 6:30 p.m. dinner. Fox's presentation is open to non-members of the WEMA interested in electronics. Reservations can be made with E. T. Clare, ext. 1566, Astro.

SD Naval Reservist Scores Pilot 'First'

Robert W. Henson (SD Dept. 6), commanding officer of a reserve helicopter anti-submarine squadron at Los Alamitos Naval Air Station, recently was the first West Coast reserve squadron helicopter pilot to take part in Atlantic Fleet activities as part of reserve training.

Commander Henson, an engineer in subcontracts at Convair SD, took part in helicopter exercises from the carrier USS Valley Forge, and with a submarine operating with Task Force Alpha in the Atlantic.



DRAW, FRIEND!—Members of "Thumbbusters," a fast-draw club in San Diego, put on exhibition at recent Convair SD Horse Show. Convair SD shooters include (at far left) Jim Kusai, Dept. 230, and (at far right) Ralph McKinsey, Dept. 180. Ken Newman (not shown) of Astro Dept. 775 is also fast-gun artist. All practice constantly and can draw and shoot in less than half-second.

Safe Slingers

'Gunmen' With Half Second Draw 'Plug' Their Targets With Wax

When three Convair "cowboys" hit town, dressed in the black garb of the professional gunslinger, holstered guns strapped tight to their legs, people are apt to get the impression three "outlaws" have escaped from a television western.

And, when in a blur of movement, hands flash to holsters, and

thumbs cock hammers as pistols roll free of leather—all with speed that bewilders the eye—some spectators may get a little worried.

"Frankly, we create quite a stir, especially among the small fry," Ken Newman (Dept. 775, Astro) said. Newman, along with Ralph McKinsey (Dept. 180, SD) and Jim Kusai (Dept. 230, SD) are members of the "Thumbbusters," the only fast-draw club in San Diego. They have appeared on television, at country fairs, and have had numerous other public appearances.

To keep in shape, they practice as much as two hours a day. All three can "clear leather" and shoot in less than a half-second. Fastest time to date is a draw that took exactly .18 of a second.

"I'm pretty sure we could show up some of the western heroes on TV," Newman says. "With us it's just a hobby, but we take it pretty seriously."

"Our guns are frontier-model Colts (1871), weigh about three pounds, and are perfectly balanced. Both the hammer and cylinder are lightened. The trigger pulls so easily the slightest pressure will set it off."

When practicing (and at exhibitions) the gun-slingers use wax bullets or blanks. On occasion they use "live" ammunition.

"But we have to be plenty careful when we do," Newman says. "It's not too unusual for the bullet to end up in your leg or foot. With wax there's no problem, but the doctor bill would get pretty steep with 'live' ammo. As a safeguard we insert a steel deflector plate in back of the holster."

"As for accuracy, we can knock a tin can off a post at ten yards about one out of three shots. That's drawing as fast as we can."



PATROL DUTY—At top is watch tower from which guards can spot anyone approaching FW plant by water. Below is 20-foot outboard used for patrol duty.

Lake Shore Patrol Halts Anglers Who Approach Too Near FW Plant

Boating on scenic Lake Worth which adjoins Convair Fort Worth is considered all work and no play for a group of nuclear engineers and industrial security people.

One guard summed it up pretty well to the tune of a standard pop song when he said, "I cover the waterfront."

Since the nuclear area is located near the Lake Worth waterfront, engineers and guards are responsible for patrolling a fenced-in area in the water near the Convair reservation shore line. The engineers patrol by boat, and the guards observe

from a nearby outpost-looking lake tower nestled on a rocky, high cliff.

E. J. Brunner, nuclear test lab group engineer in charge of patrolling, said this is a safety precaution to keep fishermen, swimmers, skin divers, water skiers and sports boatmen from entering the area.

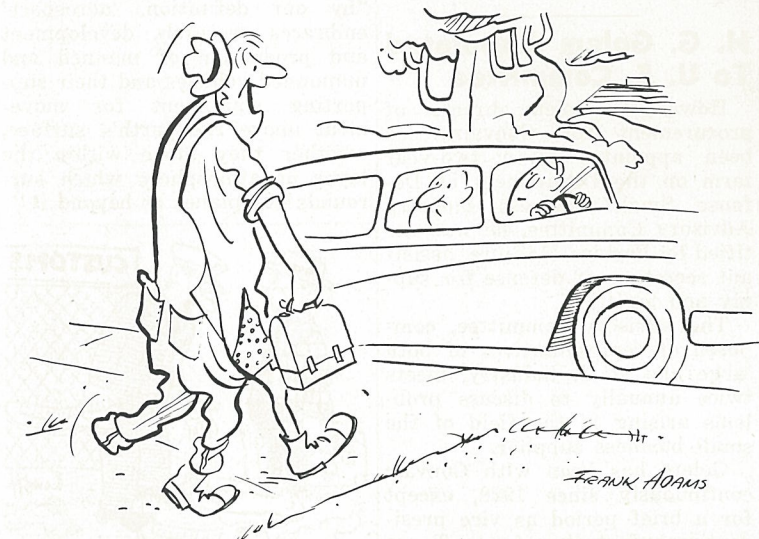
Taking turns around the clock at the lake observation tower are E. H. Southerlan, C. B. Shotwell, and D. L. Yeager. Southerlan's been there since the post first opened.

Although it resembles a much more expensive inboard vessel,

the Convair boat is actually an economical outboard. It's about 20 feet long, has a small cabin and is equipped with a ship-to-shore radio.

"The boat patrols mainly at night," Denny Ross, one of the patrolling nuclear engineers, commented. "The guard can see pretty well during the day."

To help the guards at night, a searchlight, operated from inside the tower, can cut through the darkness and scan the fence line. The guards also have a loud speaker system to warn intruders to stay away from the environs of Convair Fort Worth.



"I don't mind tellin' you . . . when I glanced at th' clock and realized you were waiting for me, I had some anxious moments . . ."

NEWS FROM OTHER DYNAMICS DIVISIONS

General Dynamics Corporation, created in April, 1952, as successor to Electric Boat Company, is composed of six divisions and a Canadian subsidiary, Canadair, Limited, of Montreal, airframe builders. The divisions are:

Convair, head offices at San Diego, Calif., aircraft, missiles, and space systems.

Electric Boat of Groton, Conn., submarines.

Stromberg-Carlson, of Rochester, N. Y., telecommunications, electronic equipment.

Liquid Carbonic of Chicago, Ill., carbon dioxide producer, industrial and medical gases.

General Atomic of San Diego, Calif., nuclear research, development, production.

Electro Dynamic of Bayonne, N. J., electric motors, generators.

* * *

Canadair Ltd. Wins \$70 Million Contracts For 15 CL-44 Airplanes

MONTREAL—Canadair Limited, Montreal subsidiary of General Dynamics, has sold fleets of jet-prop long-range CL-44 transport aircraft, of a unique new design, to the two largest all-cargo airlines in the United States.

They are Flying Tiger Line Inc., with headquarters in Burbank, Calif., which ordered 10 of the aircraft, and Seaboard & Western Airlines, Inc., of New York, which ordered five. Total cost involved is about \$70 million, including spares. In addition, each airline has taken an option on five more of the airplanes.

The sales of these aircraft are hailed in Canada as a major breakthrough for the Canadian aviation industry. J. Geoffrey Notman, president of Canadair

Limited, said that "this marks the first time that Canadian-built airplanes have been sold to any United States airline, and the first orders to be placed by any airline for a long-range turbine-powered air freighter."

"The immediate effect on employment at Canadair," said Notman, "is that some 4,500 people who might otherwise be out of work soon will find continued employment, and there is every indication that we shall have stable employment until at least the middle of 1961."

The CL-44 features a tail section which swings aside to permit easy end-loading of cargo through the rear of the fuselage. This gives it the capability of transporting outsize cargo, such as heavy trucks and missiles.



NEW HOME—Consolidated Aircraft set up housekeeping here in 1924. Scene was at Buffalo, N.Y. Note Model T Fords at left. Founder Reuben Fleet was driving one when he first arrived at new plant. He later switched to Stutz Bearcat.

Drawn by Supply of Skilled Labor, Consolidated Moves to Buffalo, N.Y.

(Herewith another installment in Convair's fascinating history that goes back to aviation's early days.)

After winning an Army contract to build 50 PT-1 trainers (Convairity, April 29) the question Consolidated Aircraft faced was where to build them.

Reuben H. Fleet, who had founded Consolidated in 1923 at East Greenwich, R. I., looked toward Buffalo. A supply of skilled aircraft labor was the determining factor. The Curtiss and Elias companies were operating there, and a residual labor pool

remained from heavy wartime production. The huge North Elmwood Avenue plant that Curtiss had given up after the war offered room aplenty, and more in view for expansion (floor space covered 37 acres).

Consolidated signed a 10-year lease with the American Terminal Warehouse Corp. on Sept. 22, 1924. It embraced 28,351 square feet, with option to expand if business warranted. (By 1931 Consolidated covered 236,000 square feet.) The rent was 25 cents a foot annually, heat and watchman service provided.

The first to arrive at Buffalo was not a Consolidated man but Lt. James Kelley, the new Air Service representative. (He was destined to join Consolidated in 1929, become a director and serve as World War II factory manager at San Diego. He is still with Convair, serving in General Offices.) The young officer waited several weeks before Fleet drove in from Rhode Island in a Model T Ford coupe.

"I remember the Model T so well, because it wasn't long before the major was driving a Stutz Bearcat," Kelley recalled recently.

Fleet at once set a crew to work unloading the three freight cars that had brought all of Consolidated's equipment, stock and records from East Greenwich.

The PT-1 contract was a novel one. The trainers were to be built in increments of 10, with the first four going immediately to the Army for testing. Any modification desired would be included by the contractor in the next 10, without additional charge. By the time the 34th trainer came off the line, Fleet received telegraphic notice from McCook Field that nothing more was wanted in the way of changes.

The Navy became a Consolidated customer in 1925 and eventually bought more than 300 planes of the NY-1 and NY-2 trainer series. These were similar to the Army PTs, but were

convertible to water use with a central pontoon and wing tip floats. The Navy employed the air-cooled Wright Whirlwind engine from the beginning. (The first 220 Army trainers had the water-cooled Wright E. Hispano engine.)

"The way to stay in business with the Army and Navy is to give them your best without any holding back," Fleet has said. "Sometimes we gave them what was best before they knew it themselves."

Unlike the Army, which negotiated successive contracts on the basis of a single design competition, the Navy called for a new competition each time it wanted trainers—even as few as 10. Fleet always entered these competitions personally, shipping a demonstrator plane to Pensacola and flying down a mechanic from Buffalo. Fifteen manufacturers entered the 1925 contest, which brought Consolidated an order for 20 NY-1s.

By the end of 1926 Consolidated could boast that its trainers "have been in the air for more than 30,000 hours, and more than 600 students have received flying training in them. . . . To date no student has been killed or even injured severely enough for hospitalization."

In its report to Jane's Aircraft for that year Consolidated stated it had "maintained close personal contact with the operating personnel of both services, observing, analyzing and correcting each service difficulty as it arose."

One of the first difficulties after planes were sold to the Navy was corrosion. Zinc plating that stood up on land planes broke down quickly when exposed to salt water. Adoption of cadmium plating proved the answer. Internal corrosion of structural tubing became negligible after a technique was perfected for coating the inner surface with oil, then sealing out the air with tight joints in welding.



THIS IS CL-44—Canadair's long-range turboprop transport, CL-44, is shown here.

Electric Boat Will Launch First Submarine Of New Class, To Be Armed With Polaris

GROTON—The Navy's first fleet ballistic missile submarine, the George Washington SSB (N) -598, will be launched here at Electric Boat Division June 9.

The submarine is the first of an entirely new class designed to fire the intermediate range Polaris missile from either submerged or surface positions.

Christening will be by Mrs. Robert Anderson, wife of the Secretary of the Treasury. Speakers will include Wilfred J.

McNeil, Assistant Secretary of Defense; Rear Adm. William F. Raborn, head of the Navy's Special Projects Office; and Frank Pace Jr., chairman of the General Dynamics Board of Directors.

STROMBERG-CARLSON MANAGER NAMED

ROCHESTER—Fred P. Ciambone has been appointed area communications system manager for the Electronics Division of Stromberg-Carlson.

High-Speed Microfilm Printer Announced

SAN DIEGO—Equipment capable of recording computer output data on microfilm at the rate of 15,000 characters per second has been announced by Stromberg-Carlson at San Diego.

Named the S-C 4020, the compact microfilming unit is capable of plotting 15,000 graph points per second and of drawing axes, projecting grid backgrounds, and printing vectors, eliminating the need for clerks to read from volumes of computer output data in order to plot graphs by hand.

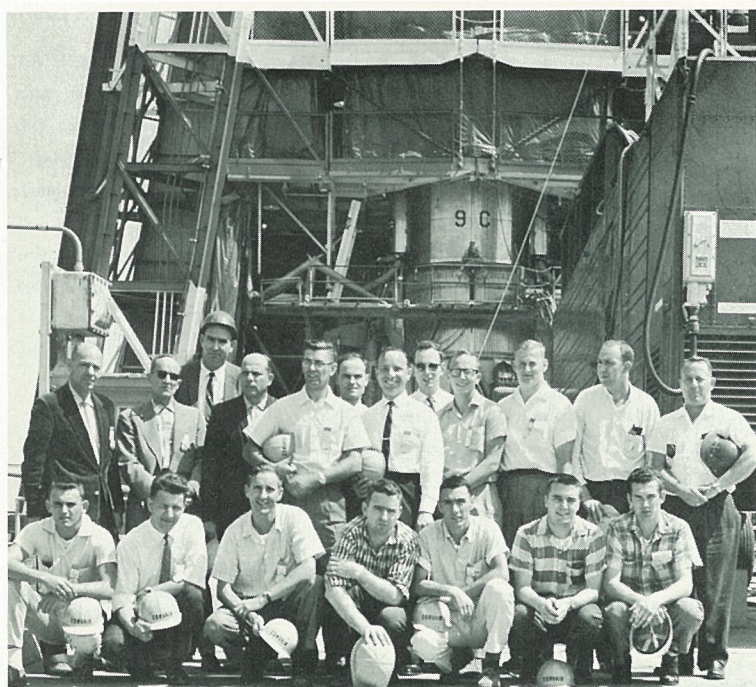
Bomarc Components Shipped by Canada

MONTREAL—Canada began on-schedule deliveries this month to the United States of the first items to be produced under the new "defense production sharing" arrangements between the two countries.

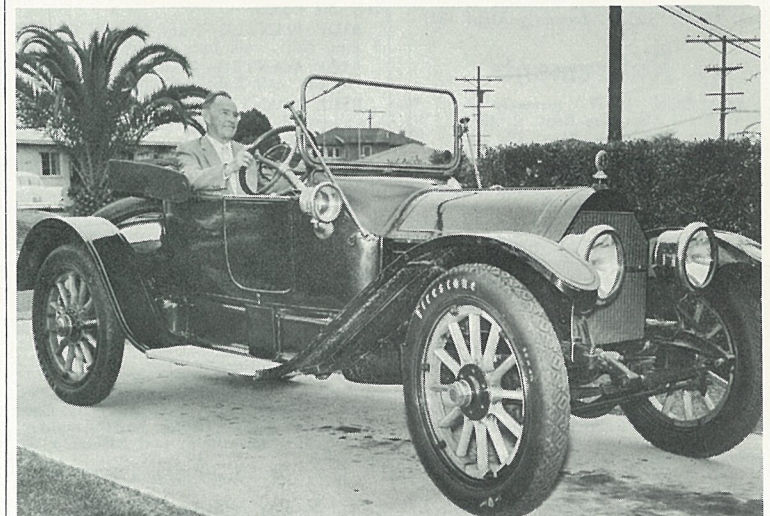
Sets of wings and airlerons for Bomarc ground-to-air missiles produced by Canadair Limited under a sub-contract arrangement with Boeing of Seattle, were shipped from Montreal this afternoon. The missiles are for USAF.

Sub Will Be Named After Ethan Allen

GROTON—One of the newest of the Navy's Fleet Ballistic Missile submarines will be named for America's frontier hero, Ethan Allen, who led the Green Mountain boys of Vermont. The submarine, on which construction will start this summer at Groton, is the lead ship of a new class of Fleet Ballistic Missile submarines.



SPECIAL GUESTS—Among recent visitors at Astronautics facility in Florida was group from Canadair, Ltd., shown with hosts at one of complex areas with missile in background. They were in Florida on missile training program. B. G. MacNabb, far right, Astro base manager, was host.



JAUNTY—James L. Kelley, veteran Convair man who was first to arrive when Consolidated moved to Buffalo in 1924, poses in early day Cadillac similar to cars that were on roads in those days. Cadillac is owned by Gerry Wright of SD Dept. 6.

Youth Drama Group Opens

Plans for a summer children's theatre to get under way about mid-June were announced this week by the CRA Wing and Masque activity group.

Convair youngsters from six to 16 years will be eligible to participate, according to Mrs. Lester Randolph, who is directing the program.

The workshop will work on short one act plays and stress self expression for such things as story telling.

Location for the classes has not been decided, but it's likely they'll be taught either at the 2966 Park Hill Drive Playhouse or at the CRA area in the mornings.

Helping Mrs. Randolph with the workshop will be Mrs. P. S. van der Vliet.

Registration will be limited, so interested parents have been asked to contact the CRA office for further details. Registration is \$3 per person.

Miniature Train Will Start Rolling Soon

CRA's miniature train is scheduled to start running as soon as a locomotive engineer can be found for the midget train.

C. J. Hall, CRA business manager, said he hopes to have the small train into operation by the first of the summer.



AUTHENTICITY—Sinclair Baker, left, helps actor Dick Lederer to become more authentic in "Inherit the Wind" drama.

Baker Adds Bits of Realism To 'Inherit the Wind' Play

Wing and Masque theater patrons will get a somewhat authentic glimpse of the Clarence Darrow-William Jennings Bryan

evolutionary trials at the June 4 opening of "Inherit the Wind," thanks to Convair Fort Worth's Sinclair Baker.

Baker, a former colonel now working in Dept. 6-5, knew the late Darrow personally and has been helping Director Clyde Shrell at rehearsals to inject realism into the play.

"I remember when Clarence Darrow was on a lecture tour through Fort Worth back in the spring of 1933," Baker commented. "He spoke at the old Central High School on why he was agnostic."

Baker said several clergymen were on hand to give the other side of the proposition.

He ran into Darrow three years later in Houston and said that even in his old age the Chicago attorney was a remarkable character.

"Inherit the Wind," which will run June 4, 5, 6, 11, 12 and 13 at the CRA Playhouse at 2966 Park Hill, is designed to draw its audience into the trial.

A huge cast of Dayton, Tenn., folks gather about the Rhea County Courthouse where the trial takes place. These characters help to create a typically rural atmosphere.

Dick Lederer will play Drummond, Harry Dunlavy will enact Brady and Bill Wilson will portray Rev. Brown. Other players include Leslie Randolph as Rachel, John Simer as Cates, Vic Patoski as Hornbeck and Bill Scarborough as Davenport.

The play ran 803 performances on Broadway, but first opened in 1955 at the Margo Jones Theatre in Dallas. Tickets are available at the CRA office or from members of the cast. For reservations call CI 6-1882 or WA 4-8975.

Camera Club Plans Black-White Contest

CRA camera club enthusiasts will have a black and white print contest tonight at 7:30 p.m. at the CRA clubhouse.

The contest will be open for both Class A and Class B photographers.

Publicity chairman Claude Stone said there will be a camera club picnic June 6 at 4 p.m. at CRA and announced a program by the photography class at 7:30 p.m. at CRA on June 10.

Members have been asked to bring along cameras and film for the picnic shooting.

Ushers Needed for B-36 Tour Days

Volunteer ushers are needed at Amon Carter Field for B-36 monument visiting days 2 to 6 p.m. on Saturdays and Sundays, Sam E. Keith, chief of traffic, announced this week.

Those interested in helping out on the weekends have been asked to contact Keith's office at ext. 3228.

Breakfast Club Hears Producer

Convair Fort Worth's Perry King, engineering motion picture supervisor, spoke to the Breakfast Optimist Club of West Fort Worth last week on "Utilization of Motion Pictures in Business and Industry."

King, who at one time had his own production company in California, pointed out that people retain better than 50 per cent of what they see and hear.

He told of Convair's contractual obligation to supply motion picture progress reports on the supersonic B-58 Hustler for the Air Force.

Costs for private business to present messages by way of motion pictures were also discussed.

Richard Mourglia, engineering administrative assistant in Dept. 6-6, introduced King to the group.

Convair's Bob Thompson, weight coordinator in Dept. 6-2, was recently elected club president.

Tom Croft Presides At NIRA Conference

Tom Croft, chief of employee services and president of the National Industrial Recreation Association, is now in Philadelphia presiding at the organization's national conference.

Other Convair Fort Worth representatives attending include C. J. Hall, CRA business manager, and Finn Wahl, president of CRA. O. T. Coburn is also attending the conference.

Recreation organizations from all of the United States, Canada and Mexico are among the 400 delegates participating.

Speed Hurries For \$1,000 Bond

Convair Fort Worth's J. G. Speed of Dept. 4-8 added to his "nest egg" when C. F. Wilkerson of Dept. 4-5 jokingly talked him into buying a \$1,000 savings bond the other day.

"We were just joking around about bonds, and I told Speed that he should put more money into the bond program," commented Wilkerson, Speed's supervisor. "He's been buying a \$25 bond each week since he started here some 11 years ago."

So they marched over to Cashier B. C. Simmons' office, and a \$1,000 bond was in Speed's pocket before Wilkerson could say "Jack Robinson."

What's he planning to do with all of those bonds?

He says he's going to use them to "eat on" when he's in his old age.

Convair Fort Worth U.S. savings bond campaign was from May 18 through May 22. Employees were given an opportunity to take out bonds by payroll deduction.

The Passing Years

Fort Worth

The following emblems were due during the period June 1 through June 15.

Twenty-year: Dept. 6, R. H. Widmer, W. D. Halsey.

Fifteen-year: Dept. 3, D. D. Paschal; Dept. 4, J. B. Young; Dept. 6, W. E. Early Jr.; Dept. 9, A. H. Lindsay.

Dept. 21, J. B. Brown; Dept. 22, A. M. Williams; Dept. 24, S. D. Bozanic, L. C. Eberhart, G. B. Loving.

Dept. 25, U. S. Orr; Dept. 27, J. R. McNeely, P. Woodrow; Dept. 29, M. H. Dean Jr., R. S. Gentry.

Dept. 31, B. W. Jackson, J. B. Moore, C. Stewart, R. S. Wilkerson; Dept. 36, J. Dominguez, W. H. Foreman.

Dept. 46, C. A. Gustafson, W. M. Joiner; Dept. 54, C. C. Neal; Dept. 55, R. H. Hilliard; Dept. 64, W. L. Goode.

Dept. 65, J. E. Cain; Dept. 75, F. C. Conwell; Dept. 81, E. L. Underwood; Dept. 82, J. H. Almond.

Ten-year: Dept. 4, G. R. McQuinn; Dept. 6, J. T. Casler, A. S. Foreman, D. Lobrecht Jr., I. J. Theriot.

Dept. 14, R. W. Kitchens; Dept. 20, C. H. Duckworth Jr., L. D. Florida, R. L. Graham; Dept. 21, F. E. L. Sellers.

Dept. 22, W. F. Mathis Jr., C. E. Reid, L. D. R. Self, C. B. Young; Dept. 24, M. B. Moore.

Dept. 25, W. D. Andrews, C. F. Coble, E. Hall, W. Mitchell, H. L. Procter, W. A. Wilson; Dept. 27, O. W. Sloan.

Dept. 30, F. G. Hout; Dept. 31, P. H. Moore; Dept. 32, G. A. Law Jr., F. D. Shaw, J. B. Thomason; Dept. 81, C. C. Caldwell, A. J. Hayes; Dept. 85, W. V. Keith Jr.

Activities Calendar . . .

Convair Recreation Association events in the next two weeks are listed below. Readers interested may clip this column and save it for reference until next issue of Convairiety. For more information, phone CRA office, ext. 2771 at Fort Worth, ext. 424 at Dairingerfield.

Fort Worth

Tonight, May 27
ASTRONOMY: work parties, 7:30 p.m., CRA.
BRIDGE: duplicate session, 9:30 a.m., CRA.
CAMERA: black and white contest, 7:30 p.m., CRA.
RANCH ACTIVITY: calf roping, 6-8 p.m., ranch area, CRA.
SOFTBALL: engineering league play, 7 and 9 p.m., CRA.

Thursday, May 28
ARCHERY: shoot, 7-10 p.m., archery range, CRA.
ART: class, 7-10 p.m., CRA.
BADMINTON: play, 7:30-10 p.m., Stripling Jr. High Gym.
RADIO: operating night, 7:30 p.m., CRA.
RANCH ACTIVITY: riding class, 4:30-5:30 p.m., ranch area, CRA.
SOFTBALL: engineering league play, 7 and 9 p.m., CRA.
SQUARE DANCING: classes: beginners 7 p.m.; advanced 8:15 p.m., CRA.

Friday, May 29
BRIDGE: class, 10 a.m.; duplicate session, 7:45 p.m., CRA.
RANCH ACTIVITY: cutting, 6-7 p.m.; roping, 7-9 p.m., ranch area, CRA.
SOFTBALL: Convair league play, 7 and 9 p.m., CRA.

Saturday, May 30
RANCH ACTIVITY: riding classes, 8 a.m., ranch area, CRA.

Sunday, May 31
RANCH ACTIVITY: cutting, 4-6 p.m.; roping, 6-8 p.m., ranch area, CRA.

Monday, June 1
MOVIE: "Away All Boats" with Jeff Chandler. Shown lunch period, 50-foot aisle.

Tuesday, June 2
MODEL AIRPLANE: control line meeting, 8 p.m., CRA.
RANCH ACTIVITY: cutting, 6-8 p.m., ranch area, CRA.
SOFTBALL: Convair league play, 7 and 9 p.m., CRA.
STAMP: stamp quiz, 8 p.m., CRA.

TABLE TENNIS: tournament, 7:30 p.m., CRA.

Wednesday, June 3

ASTRONOMY: work parties, 7:30 p.m., CRA.
BRIDGE: master point session, 9:30 a.m., CRA.
RANCH ACTIVITY: calf roping, 6-8 p.m., ranch area, CRA.
SOFTBALL: engineering league play, 7 and 9 p.m., CRA.

Thursday, June 4

ARCHERY: shoot, 7-10 p.m., archery range, CRA.
ART: class, 7-10 p.m., CRA.
DRAMA: "Inherit the Wind," 8:15 p.m., CRA Playhouse.
RADIO: operating night, 7:30 p.m., CRA.
RANCH ACTIVITY: riding class, 4:30-5:30 p.m., ranch area, CRA.
SOFTBALL: engineering league play, 7 and 9 p.m., CRA.
SQUARE DANCING: classes: beginners, 7 p.m.; advanced, 8:15 p.m., CRA.

Friday, June 5

BRIDGE: class, 10 a.m.; master point session, 7:45 p.m., CRA.
DRAMA: "Inherit the Wind," 8:15 p.m., CRA Playhouse.
RANCH ACTIVITY: cutting, 6-7 p.m.; roping, 7-9 p.m., ranch area, CRA.
SOFTBALL: Convair league play, 7 and 9 p.m., CRA.

Saturday, June 6

CAMERA: picnic, 4 p.m., CRA.
DRAMA: "Inherit the Wind," 8:15 p.m., CRA Playhouse.
RANCH ACTIVITY: riding classes, 9 a.m., ranch area, CRA.

Sunday, June 7

RANCH ACTIVITY: cutting, 4-6 p.m.; roping, 8-10 p.m., ranch area, CRA.

Monday, June 8

MOVIE: "Battle Hymn" (color) with Rock Hudson. Shown lunch period, 50-foot aisle.

Tuesday, June 9

COIN CLUB: meeting, 8 p.m., CRA.
RANCH ACTIVITY: cutting, 6-8 p.m., ranch area, CRA.
ROCKHOUNDS: meeting, 7:45 p.m., CRA.
SOFTBALL: Convair league play, 7 and 9 p.m., CRA.
TABLE TENNIS: play, 7:30 p.m., CRA.

Wednesday, June 10

BRIDGE: duplicate session, 9:30 a.m., CRA.

Log Book Entries

Promotions

FORT WORTH

Promotions to and within supervision, professional and administrative effective May 11:

Dept. 6: to aerodynamics engineer, D. E. Florence; to design engineer sr., W. G. Benton, R. R. Buell, J. R. Jackson, C. A. Roman; to engineering drawings checker, C. M. Browder; to engineering publications editor, W. J. Felts, C. E. Warren; to engineering writer, N. E. Dunn; to flight test engineer sr., E. E. Denton Jr., W. J. Fuhrmann; to nuclear engineer sr., J. R. Stokes, G. T. Western Jr.; to structures engineer, R. T. LeFebvre; to structures engineer sr., A. Cabal, F. L. Kelly Jr.

Dept. 7: to development liaison man, R. N. Shade; Dept. 8: to manufacturing engineer "A," E. L. Warren; Dept. 11: to supervisor, R. L. Hamilton; Dept. 12: to departmental assistant, J. C. Cox.

Dept. 17: to assistant supervisor, D. E. Wall Jr.; Dept. 21: to spares representative, L. T. Woerner; Dept. 22: to production change analyst, H. L. Carter.

Dept. 23: to engineering publications editor, M. P. Payne; Dept. 24: to assistant supervisor, J. M. Cudd, J. M. Kirksey; to foreman, R. A. Cox; to supervisor, S. J. Middleton, T. E. Seale, F. P. Simpson; to tool engineer, A. D. Blue, J. Livingston, H. W. Mayerhoff.

Dept. 27: to liaison man, A. M. Connally, B. D. Faries, H. E. Thompson, R. W. Wright; Dept. 65: to assistant foreman, A. B. Taylor; to foreman, G. W. Edwards Jr.

Awards

The following received Employee Suggestion awards totaling \$1,856.95 for the period ending 7 May:

Dept. 6, W. J. Beattie III, P. E. Deaver, B. Welborn; Dept. 14, G. Adams; Dept. 20, W. Mills; Dept. 22, F. Javaronne.

Dept. 24, E. M. Marion; Dept. 25, L. L. Cathey, G. R. Smith; Dept. 27, B. R. Fisher, F. M. Mason; Dept. 28, W. L. Kern.

Dept. 30, C. W. Countryman, L. E. Gouge; Dept. 33, R. H. Atkins, W. G. Higgins, B. A. Yandow; Dept. 36, J. H. Lee.

Dept. 75, W. R. Fisher, H. L. Jordan Jr.; Dept. 81, D. J. Dominey, A. B. Giesen, B. O. Russell, E. A. Tucker.

Dept. 82, L. K. Lankford Jr., R. M. Miller, J. E. Wilson.

Also J. E. Lafferty, formerly Dept. 6-6 and C. E. Slakey, formerly Dept. 81.

Retirements

BLALOCK—J. W., formerly Dept. 25-3. Original hire date Sept. 2, 1942 (FW), retirement effective May 29. 2725 8th Ave., Fort Worth.

HINES—J. L., Dept. 54. Original hire date January 6, 1943 (FW), retirement

effective May 15. Box 52, Poolville, Texas.

HOBBS—C. E., Dept. 25-1. Original hire date Nov. 22, 1949 (FW), retirement effective May 15. 3700 Ave. L, Fort Worth.

Births

FORT WORTH

EMERSON—Steve Michael, boy, 5 lbs. 8 ozs. born May 1 to Mr. and Mrs. Robert W. Emerson, Dept. 6-7.

SLAUSON—Barbara Ann, girl, 8 lbs. 14½ ozs. born May 7 to Mr. and Mrs. H. R. Slauson, Dept. 24-1.

PHILLIPS—Michael Earl, boy, 7 lbs. 9 ozs. born May 7 to Mr. and Mrs. Don C. Phillips, Dept. 17-2.

BROOKS—David Scott, boy, 7 lbs. 12 ozs. born May 12 to Mr. and Mrs. Brooks, Dept. 81.

Deaths

DOGGETT—J. W., Dept. 25, died May 8. Survivors include his wife, 3 sons, his parents and 4 grandchildren.

Personals

We wish to express our sincere thanks to all of you for your assistance while our son was recovering from illness and injury. Be assured that each of you has our heartfelt thanks, as well as those of Randy.

Mr. and Mrs. L. W. Hamilton and Randy Dept. 24-1

We wish to thank our many friends at Convair for their floral offerings and other kindnesses shown following the death of our son.

Mr. and Mrs. R. J. Norvelle, Dept. 22-1

Hitchhikers

RIDE OR CAR POOL—from 6713 Sue Dr. (Richland Hills), 8 a.m. shift, call Frank Hancock, ext. 2503.

RIDE WANTED—from 3913 Lafayette, 8 a.m. shift, call Ginger Floyd, PE 1-1210.

RIDE OR RIDERS WANTED—from Irving, Texas, 7 a.m. shift, call Fred Meadows, ext. 3700.

RIDERS WANTED—from North Richland Hills, 7 a.m. shift, call J. V. Campbell, AT 4-5329.

RIDE WANTED—from 4904 El Campo, 8 a.m. shift, call Judy Mears, ext. 2771.

RIDE WANTED—from 3420 N. Terry, 3:45 shift, call Bobbie Gilmore, ext. 3370.

RIDE WANTED—from corner El Campo and Sanguinet, 8 a.m. shift, call Don Waldrop, ext. 2571.

RIDERS WANTED—from Greenbriar Addition (loop 217), 7 a.m. shift, call Raymond Bassham, WA 3-5630.

★ Convairiety ★

First Place Winner
International Council of Industrial Editors

Founded Sept. 1, 1948. Published in six editions (Fort Worth-Dairingerfield, San Diego, Pomona, Astronautics, Mail Edition and Antelope Valley-Holloman) by Convair Industrial Relations, General Offices, San Diego, Calif., Logan Jenkins, editor. Approximate current total circulation, over 65,000. News items and letters to the editor are solicited, but no advertising can be accepted.

SD Editorial Offices, Building 32, Plant 1, ext. 1071. Staff: Grayce Fath, Helen Pemberton, Fred Bettinger.

FW Editorial Offices, Col. 73-C, Ext. 2961. Mailing Address: Convairiety, Convair, Fort Worth, Texas. Telephone PE 8-7311. Staff: Bob Vollmer, Fort Worth editor; Pat Baker, Mary Beck.

Astronautics Editorial Offices, Bldg. 2, new plant, ext. 1154. Staff: Bryan Weickersheimer, Astronautics editor.

Pomona Editorial Offices, Room K-222, Bldg. 2, ext. 6226, mail zone 3-8. Staff: James Combs Jr., Pomona editor; Dorothy Keller.

Antelope Valley Editorial Offices, Room 31, Bldg. 301B, Palmdale, ext. 337. Staff: Betty Lou Nash.

Is It News?

Is it news? Then grab a telephone and call Convairiety

Burks Wins Mr. Convair Title In CRA Physique Competition

Muscular Lawrence Burks now reigns as Mr. Convair after stiff competition with other Convair Fort Worth muscle men.

Burks works out on a tight schedule. By day he's a commercial art student at TCU, and by night he works on Convair's third shift in Dept. 75.

Coming in second in the Herculean parade was Richard Carlson. Third place physique winner was Jack Little.

H. L. Carter, weight lifting commissioner, also announced results of the recent plantwide weight lifting contest at which C. W. Doyle acted as master of ceremonies.

Lorry Young took first in the bantam category, with Milton Lowry Jr. coming in second.

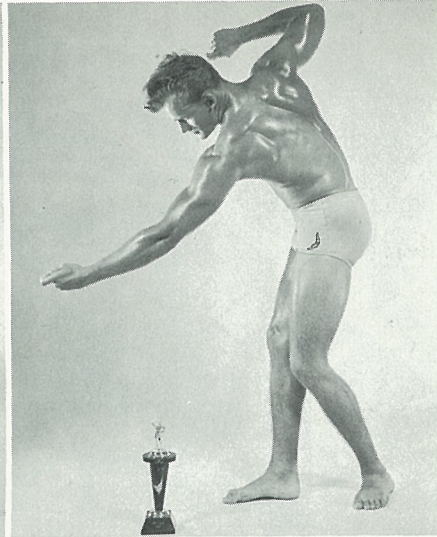
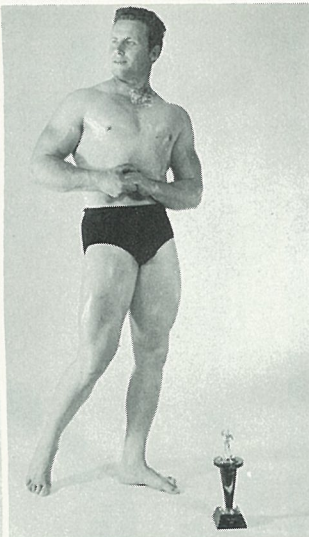
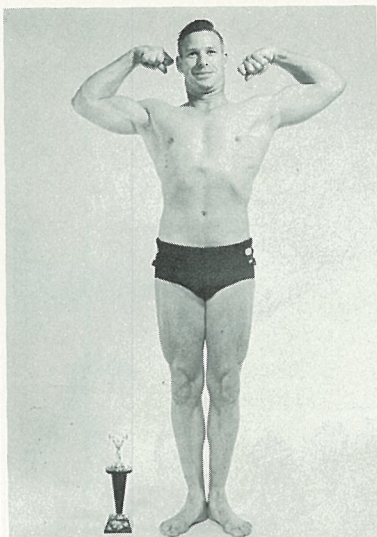
Featherweight champ was Billy

Ludwick, and lightweight winner was Roy Pacheco. Pete Ludwick came in second.

Richard Hill and Renne Hughes took first and second places respectively in the middleweight group, and light heavyweight champ was Tom Hammer.

Winner of the middle heavyweight title was Milton Lowry, and Burks (Mr. Convair) latched onto top heavy weight honors.

Head judges for the contest were Howard O'Connell and Jack Hughes. O'Connell is an instructor for Mr. Trim on Camp Bowie. Hughes, former University of Texas track star, held the Southwest Conference Discus record for 12 years.



CONVAIR GREEK GODS—Left, Milton Lowry, first place winner in the CRA middle heavyweight lifting contest. Center, Lawrence Burke, Mr. Convair and winner in the heavyweight lifting contest. Right, Richard Carlson, number two man in the contest.

Ranch Activity Plans New Show

Plans for CRA's Invitation Horse Show June 20 are being made with B. R. Williams in charge of special events.

Next month's show will have most of the usual events plus western horsemanship and pole bending for the youngsters who have never won a first place trophy at any horse show.

Commissioner Ralph Reade says this will give the non-winners a chance to compete against each other without having to worry about the "experts."

Reade says prospective participants will be able to rent a horse and compete. "Speedy" Cockrell at the ranch area has more details on horse rental.

Ranch activity enthusiasts have been reminded by Reade of the Forest Park Horse Show May 30 and also the Horseshoe Club Show on June 6.

Management Club Seeks More Bowlers

Six more bowling teams are needed for the Convair Fort Worth Management Club mixed summer league, G. E. Symm, bowling chairman, announced this week.

"We already have 10 full teams signed up," he said, "but we've got room for six more and are hoping to get a full 16 teams before getting into league play."

Symm said that the husband and wife bowling teams will get under way in their league play the first week in June.

They're playing on Tuesday nights at 6 p.m. at Taverner's Playdium.

This mixed summer league will be both A. B. C. and W. I. B. C. Interested bowlers call Symm at ext. 2215 or 2156.



BIG CATCH—E. S. O'Dell of Convair Fort Worth's Dept. 20-2 stands next to gigantic Warsaw he caught off Freeport.

O'Dell Hooks Mammoth Fish

Convair Fort Worth's E. S. O'Dell of Dept. 20-2 landed a whopper when he brought in a mammoth Warsaw about 56 miles off the Gulf coast near Freeport.

The O'Dells chartered a boat at Freeport and journeyed out some 56 miles into the Gulf before dropping anchor in water approximately 150 feet deep.

"Before I knew it, the monster was on my line," the Convair fisherman explained. "It took me about 25 or 30 minutes to bring him in. I got excited and just wouldn't let him have enough line."

He said his wife also hooked a big one about an hour before he did.

The O'Dells first fished out from Galveston and said they didn't have much luck. Then they heard they were biting off the Freeport coast, so they headed in that direction.

O'Dell and his wife said they spent a most "profitable" vacation with the 72 pound dressed Warsaw all tucked away in the deep freeze.

New Dance Class To Start Tomorrow

New square dance classes start tomorrow night at 7 p.m. at the CRA clubhouse, Commissioner Ross Carney announced this week.

The new class, which will last 10 weeks, is for adults and meets every Thursday from 7-8:15 p.m. at CRA.

Instructor is John Jones of Arlington.

Carney said that prospective students may pick up registration cards either at the CRA office or at the clubhouse tomorrow night.

He also announced tentative plans for a square dance July 4 celebration.

Winners Announced In Bridge Series

Winners of the CRA six week bridge series were announced this week by Commissioner G. P. Anderson.

First place went to Leta Black. Henry Weltman was second. Gene Black took third.

CRA bridge players have been invited to the weekly Friday night games at the clubhouse starting at 7:45 p.m.

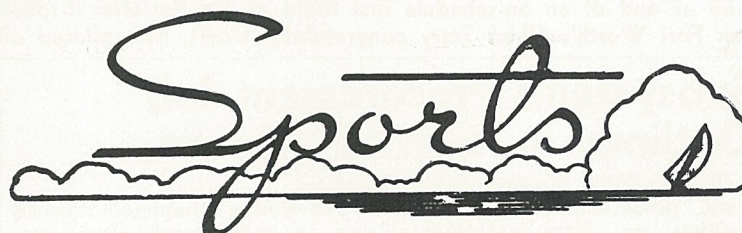
Prior to the Friday night sessions, an informal discussion of duplicate bridge is held especially for new players at 7 p.m. at CRA.

Horseshoe Pitching Winners Announced

New doubles plant horseshoe pitching champs are Dept. 30's W. B. Felts and J. L. Winn, Commissioner Finn Wahl announced this week.

Second place winners were W. M. Pullin of Dept. 27-1 and B. V. Partlow of Dept. 59.

C. Reynolds of Dept. 31 and H. R. Jameson of Dept. 46 were third place winners.



TWILIGHT CHAMPS—Pictured here are members of the 850 Twilight Bowling League championship team with their trophies. The team, sponsored by Tropicana Lounge, was led by L. James.

CRA Women's Bowling Teams To Go Into State Playoffs

Two Convair Fort Worth women's bowling teams placed first and second in the city's recent Bowling Proprietors' Bowling Tournament and will head for state playoffs in Houston June 6 and 7.

First place team was made up of Rocky Lee, Betty Frielan, Jean Bavousette, Olga Orrick and Billie Hamilton.

Those on the second team were Jean McIntire, Lil Copeland, Joan Harvey, Guy Hampton and Kitty Goelitz.

The Tiger Lions, captained by J. E. Thomas, took first place bowling honors in the Engineering Test Lab League.

The Tiger Lions won 144 points and lost 96.

Members of the team include

H. P. Owen, R. K. Rose, E. O. Walden, H. M. Price, L. E. Weltman and F. Deleon Jr.

Coming in second were members of the Metallurgy team with 135 points won and 105 points lost.

The Little Joules and the Pick-ups tied for third spot winning 125 points and losing 115 points.

Thursday's Meeting Concludes Badminton

Commissioner H. R. Harrison announced this week that the CRA badminton season ends this Thursday with the last meeting set for the Stripling Junior High School gym from 7:30-10 p.m.

Plantwide Golfing Tournament Opens June 13 at Boaz Green

Convair Fort Worth golfers tee off June 13 in their annual CRA plantwide championship tournament to be played on all four of the city's municipal courses.

Deadline for entering is 4:30 p.m. June 8, according to Commissioner L. H. Armstrong.

"From the looks of things, everyone's out to beat plantwide champ J. T. Tyler," Armstrong commented.

First day of the tourney gets under way at Z. Boaz course, and the second game on June 14 will take place at Worth Hills. On June 20, participants will hit the Rockwood greens and finish on June 21 on the Meadowbrook course.

Armstrong said contestants must have a handicap established with CRA prior to the tournament. Handicap strokes will be used in determining total scores in both championship and first flights.

First four winners in the championship and first flights will be awarded prizes as well as winner and runnerup in all other flights.

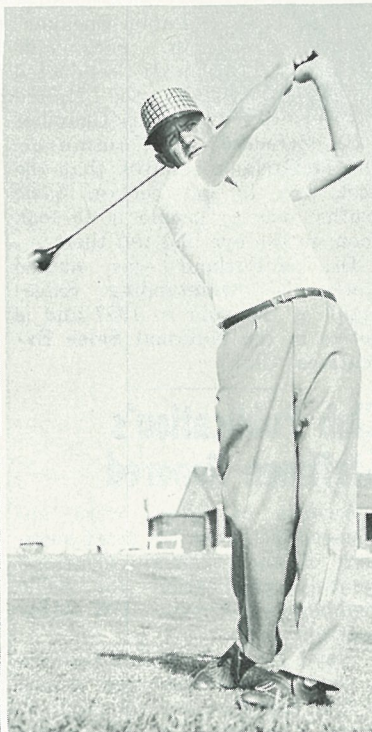
There'll be one match each week, and first round losers will comprise the consolation flights.

Armstrong said scoring in all match play flights will be at scratch.

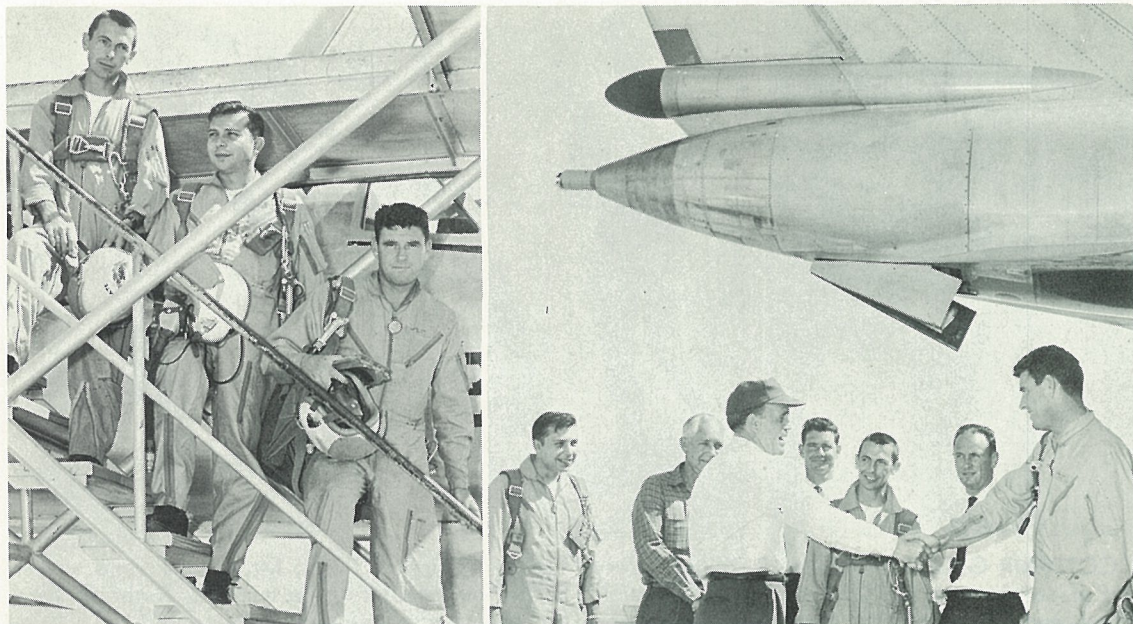
Entry fee is \$2 and can be paid at the CRA office.



PLANNING—Left to right, Commissioner L. H. Armstrong chats with Lester Maxwell, J. T. Tyler and George Young about approaching CRA plantwide tourney which opens June 13.



NEW CHAMP?—J. T. Tyler shows form that won him last year's CRA golf title.



ON SCHEDULE—Left to right, G. C. Tate, V. J. Kane and George Davis pause on steps beside B-58 at end of an on-schedule first flight of Hustler after it rolled off assembly line. At right, Convair Fort Worth's Chick Terry congratulates Davis, who piloted aircraft.

Subsystems Procurement Job Outlined in Training Program

Convair Fort Worth's subsystems procurement people are pushing an intra-departmental job related training program which covers all facets of purchasing.

The program, designed for all subsystems procurement employees, includes courses ranging from departmental organization and procedures to subcontract administration, cost analysis and control.

J. B. Alldredge, purchasing agent of the communications and reconnaissance group, has been appointed education and training coordinator by Robert Kahn, manager of subsystems procure-

ment.

One course completed recently was in subcontract administration taught by Horace Booth, department material adviser.

A course relating to departmental procedures has also been planned for the entire department, Alldredge pointed out.

"Our job of buying B-58 subsystems represents a major undertaking for Convair in the procurement field," Kahn said.

"To insure that we maintain our capability at its present level and to bring about improvements wherever possible, we have established this program which covers essentially all our activities."

Convair Mourns Two Employees

(Continued from Page 1)

was Dr. R. S. Guy and a registered nurse, Rita Connally.

The Galveston hospital uses an artificial kidney for treatment of severe burn victims.

Mrs. Hoy flew to Galveston soon after her husband enplaned.

Hoy was a design engineer. Mrs. Hoy is employed in payroll section of general accounting department. Survivors include their children, Vicki, 5, and James, 2.

Johnston's survivors, in addition to Mrs. Johnston, include Darrel, 5; Tommy, 12; Suzanne, 13; and Mrs. Harold Swindell. His parents are Mr. and Mrs. Grady Johnston of Fort Worth.

Others injured were reported last week in satisfactory condition.

Treated at Harris Hospital, in addition to Hoy, were: Dept. 63, B. W. Gresham and T. H. Beal; Dept. 75, J. B. Kaufmann, S. A. Cauthen, J. J. Strittmatter; Dept. 74, D. L. Ingram.

Treated first at St. Joseph's Hospital, then transferred to Harris, was R. Gagne, Dept. 75.

Treated in the Convair dispensary were: Dept. 63, H. M. Tindel, W. A. Dunlap, N. B. Crabtree, B. Foley; Dept. 74, W. W. Killough.

Club Schedules Noted Speaker

Convair Fort Worth Management Club members will hear Dr. Kenneth McFarland, educational consultant for General Motors Corp., at their June 24 Ridglea Country Club meeting.

Voted "America's Foremost Public Speaker" in a nationwide poll conducted by the United States Chamber

Dr. McFarland of Commerce, Dr. McFarland believes that the best way to get certain basic truths over to people is to look them in the eye and tell them.

Dr. McFarland was named America's "Outstanding Salesman" of the year in 1957 and is active in the National Sales Executives' Club.

Club Publication's Staffmen Honored

Awards of honor were announced last week for staff members of the "Convair Courier," monthly publication for 3,050 members of Convair FW Management Club.

Lloyd R. Gant, club president, presented certificates on behalf of the board of control to J. P. House, chairman of the club's public relations committee, and Bob Vollmer, editor of Convairiety at FW, who accepted on behalf of all staff members.

Test Force Commander Jones Checked Out in B-58 Hustler

Col. David Jones, Carswell Air Force Base's B-58 Test Force Commander, was checked out for the first time in a Hustler recently as dozens of Air Force Mach 2 club members and customer service people stood by to offer congratulations.

The colonel was up approximately an hour and a half before touching down on the Carswell landing strip.

Colonel Jones indicated he was impressed with the B-58's performance on his first flight. He praised the training he was provided prior to flight.

Riding with Colonel Jones in the second station was Maj. Jim Zwayer, who navigated the Hustler throughout "Operation: Raw Deal" tests in Alaska earlier this year. Third station was manned by T/Sgt. Bobby Ryan.

Two chase planes accompanied the B-58 Test Force commander on his initial check-out. These were piloted by Convair Fort Worth's A. S. (Doc) Witchell Jr., Carswell base manager for customer services, and Maj. K. K. Lewis, veteran B-58 pilot who also participated in "Operation: Raw Deal" as pilot and project officer.

Witchell made Colonel Jones an official member of the ever increasing number of B-58 pilots when he awarded one of the Convair B-58 lapel pins to him

shortly after the aircraft landed.

First to congratulate the colonel was Col. H. J. McIntire, deputy B-58 Test Force commander.

Among others on hand were G. S. (Gus) Green, assistant manager of customer service, and Harry Dunlavy, customer service assistant supervisor.



CONGRATS! — Col. H. J. McIntire, left, deputy B-58 Test Force commander at Carswell AFB, congratulates Col. David Jones, Test Force commander, after first "check-out."



PROCUREMENT COURSE—Convair Fort Worth's J. B. Alldredge, standing, awards subcontract administration course certificate to T. D. Dean, left, as Robert Kahn and Horace Booth look on. Course was offered as part of Dept. 89's job related training program.

Two Straight A Fort Worth Students Chosen for Convair Son Scholarships

Convair Sons Scholarships went last week to sons of Convair Fort Worth employees in Dept. 6 and Dept. 30.

Winners were Stephen Gail Johnson, son of G. G. Johnson, of Dept. 6 and Theron Ray Arrington, son of Ford Arrington of Dept. 30.

The awards were presented to the winners by Division Manager Frank W. Davis.

The 17-year-old Johnson youth is a student at Arlington Heights High School and plans to major

in physics.

Young Arrington, also 17, is a student at North Side High School. He'll major in electrical engineering at Arlington State.

The Convair scholarships pay full tuition and \$250 a year to each boy. If the institution chosen is not state supported, Convair will also present a \$500 grant to that school.

Both Johnson and Arrington are straight A students at their high schools and active in extra-curricular programs.

Fire Victims Given Care Within Minutes Thanks to Convair Emergency Procedure

(Continued from Page 1)

Second, a special elevator was set aside for the emergency cases.

Third, special operating rooms were set aside and held ready.

Fourth, the hospital's intensive care unit was made ready prior to arrival of the patients.

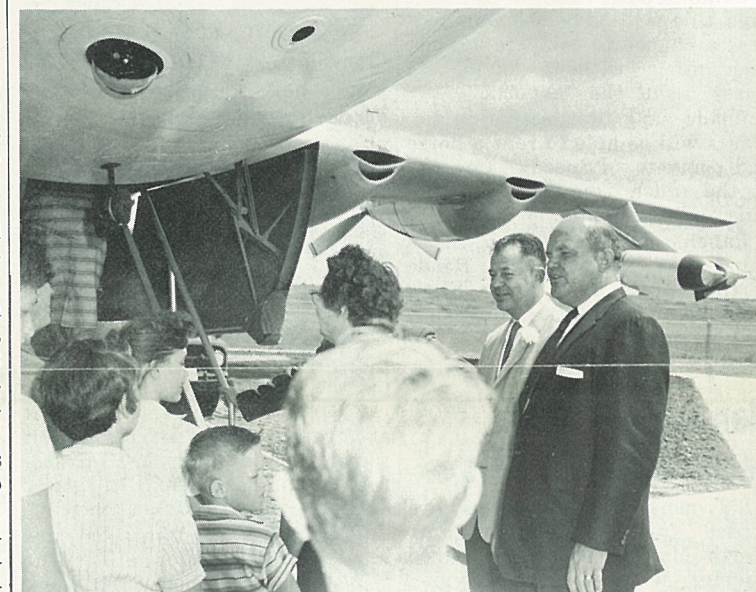
Fifth, nurses were notified to remain on standby until the emergency cases were under control.

Sixth, lab facilities, including

X-ray and blood bank, were notified to remain on standby basis.

"This procedure worked so well that all patients had been treated, pain relieved, plasma started, burns dressed—and all patients had cleared the emergency room and were in their beds in less than 45 minutes," said Dr. Leverett.

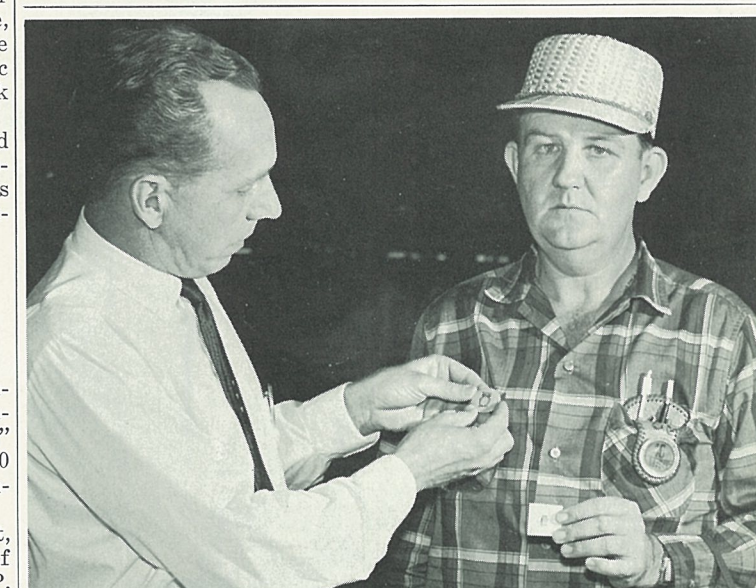
"We have no doubt that the speedy handling of these cases saved much pain—and perhaps even saved lives."



CLOSE LOOK—Frank W. Davis (left), Convair FW Division manager, and Sam E. Keith Jr., chief of traffic, welcome visitors for first look inside B-36.



TOP TEACHERS—Division Manager Frank W. Davis, center, awards \$250 checks and B-58 models to six top math and science teachers in Fort Worth on behalf of Convair Fort Worth.



WISE OWL—Wise Owl Club pin and certificate are presented B. R. Mackey, right, of Dept. 46 at Convair Fort Worth by Ray Kendall, general foreman. Mackey holds goggles that saved his eyes when chisel flew out of his hand.



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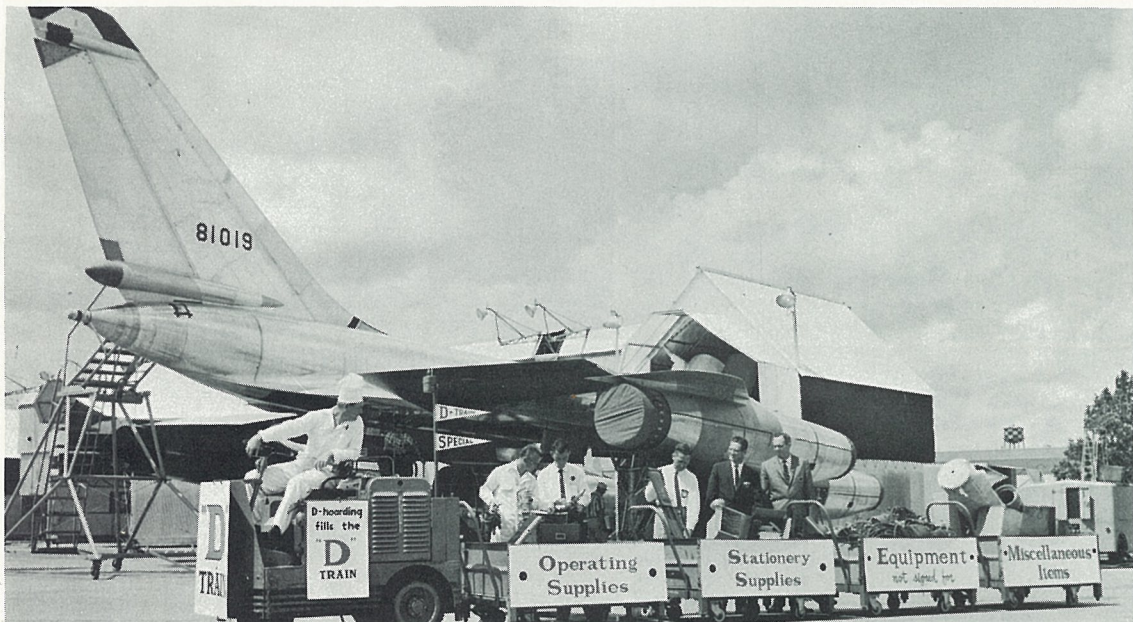
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SAN DIEGO, POMONA, ANTELOPE VALLEY, VANDENBERG AFB, CALIF.

AFMTC, CAPE CANAVERAL, FLA., FORT WORTH, TEX.



D-TRAIN PEOPLE—Pictured here in white uniforms are members of Convair Fort Worth's D-Train crew. Examining train's first full load of surplus are members of the De-Hoarding committee.

FW Fire Victims Say 'Thanks to Everyone'

Fire victims of the tragic Convair Fort Worth B-58 ground explosion asked Convairiety from Harris Hospital last week to express their grateful thanks for everything that's been done for them since the accident.

"I'd like to thank everybody for everything done—especially the people in Dept. 63 who have been so nice," T. H. Beal of Dept. 63 commented.

(Continued on Page 8)

Bond Purchases Raised To \$8 Million a Year

Convair Fort Worth employees are buying bonds at the rate of almost \$8 million a year since close of the successful U.S. Savings Bond drive in May.

Plantwide participation increased from 11,577 payroll deduction buyers to 12,532, or from 57 per cent of all employees to 67 per cent.

New average weekly deduction per bond buyer is \$12.87.

This means purchases are at a rate of almost \$150,000 a week, or almost \$650,000 a month.

Departments with 90 per cent participation or more include these: Dept. 8 and 10 with 92 per cent; Dept. 16 with 93 per cent; and Dept. 28 with 91 per cent.

Second shift topped first shift in participation—70 per cent compared to 66 per cent—to make the plantwide 67 per cent average.

In addition to new bond buyers and increased deductions on the part of many employees, a total of \$6,035 (maturing value) in bonds were bought with cash.

FW Management Club Tickets Go on Sale

Tickets for Dr. Kenneth McFarland's June 24 session with Convair Fort Worth Management Club members are now on sale at usual plant outlets, ticket chairman George Moffat announced this week.

Dr. McFarland, tagged as "America's foremost public speaker" in a nationwide United States Chamber of Commerce poll, will be guest speaker for the meeting at Ridglea Country Club.

Educational consultant for General Motors Corp., Dr. McFarland will discuss ideas and experiences picked up during his 24 years as a school executive.



PAYROLL BONDS—Convair Fort Worth's S. E. G. Hillman, left, Tarrant County payroll savings chairman, and A. D. Leatherman, assistant state director of payroll savings bonds, display poster.

For Engineering Excellence Professors Get \$1,200 Awards

Convair Fort Worth has awarded \$2,400 to two college professors in recognition of excellence in engineering teaching.

Recipients are Prof. Robert M. Holcomb of Texas A. & M. and Kermit E. Brown, assistant professor at the University of Texas.

Both teachers received checks for \$1,200. Robert H. Widmer, chief engineer, presented Brown his check, and Herbert W. Hinckley, assistant chief engineer product design, presented Holcomb's check.

Nominations for the awards are made by faculty and engineering students.

Before joining the Texas A. & M. faculty in 1947, Holcomb took his bachelor's and master's degrees from the University of Arizona. His doctor's degree in structural engineering was earned at Iowa State College. His background includes experience at the radiation laboratory of the University of California.

Brown's undergraduate work was done at Texas A. & M. in mechanical and petroleum engineering, and he received his master's degree from the University

of Texas in 1958. He is now working on his doctor's at Texas.

Prior to joining the University of Texas, he was a petroleum engineer for Stanolind Oil Co., was with Garrett Oil Tools Co., Otis Engineering and the Atomic Energy Commission.

★ ★ ★

Convair Fort Worth fellowship money to the total of \$4,000 will go soon to four outstanding engineering students seeking graduate degrees.

Winners of the division's annual fellowship grants are Terry L. Babineaux of LSU, Billy Ray Blanchard of Louisiana Polytechnic Institute, Robert J. Cresci of Brooklyn Polytechnic and Joseph V. Noyes of the University of Oklahoma. Each will get \$1,000 each school year.

The four students were selected by the division scholarship committee from 11 of the country's top graduate level engineers. They were chosen for their academic and leadership abilities, their moral character and professional objectives.

J. B. Ellis, industrial relations
(Continued on Page 8)

D-Day Program Turns up Vast Stores of 'Loot'

D-Day on May 25 was as victorious as the invasion of Normandy in World War II—and deadlier for obsolete and surplus items which have been idle and cluttering the premises at Convair Fort Worth for years.

"Final reports are not yet complete," said de-hoarding administrator Budge Lee of industrial engineering. "But it is agreed by all that our first de-hoarding program saved a lot more dollars than the effort cost us."

A total of 87,660 pounds of items not needed in the departments where they were located were picked up in the week-long run of the D-train operated by traffic department.

The items were delivered to the salvage area, where crews headed by Joe Doggett sorted them. Perishable tools went back to tool service. Other items—aircraft parts, tools, commercial supplies, stationery supplies and equipment—were sent where they'll do the most good.

On perishable tools alone, George Frazier estimated that items which would cost more than \$15,000 to buy new were turned in.

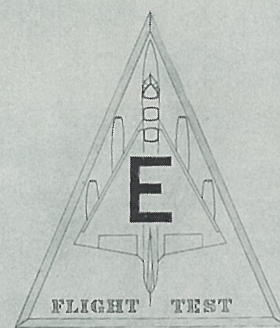
"That just means \$15,000 worth of tools we won't have to buy," commented Frazier. "And that doesn't include the thousands of tools that were turned in to tool cribs by employees at the same time."

Said Lee: "The items employees flushed out in this first de-hoarding effort included many things that had been out of use for a long time—but which had, for one reason or another, not been put back into circulation."

"Our loot included many surplus items which will make it unnecessary for us to buy more of the same."

The D-train picked up practically everything under the sun. Its cargo included welder's helmets, rolls of unused asbestos, screen wire, electrical wire, copper tubing, electrical equipment, electric motors, drills and cords, electronic equipment, aircraft parts, test equipment—and several thousand dollars worth of stationery supplies.

"Results of de-hoarding are
(Continued on Page 8)



FOR EXCELLENCE — B-58 operations crews rated "excellent" will not only get cap emblems (below), but lapel pins, too (top).

'Quality Crew' Pins to Appear

First Convair Fort Worth "quality crew" caps and lapel pins will appear soon on the crew judged best at servicing and maintaining their B-58 Hustler for flight test.

R. W. McGuffee, development manager, said many members of the crew are now at Holloman Air Force Base at Albuquerque in New Mexico, and the new awards will be presented when they return.

Crew chiefs for the top quality crew include G. W. Stevens, C. B. White and F. T. Williams of Dept. 64.

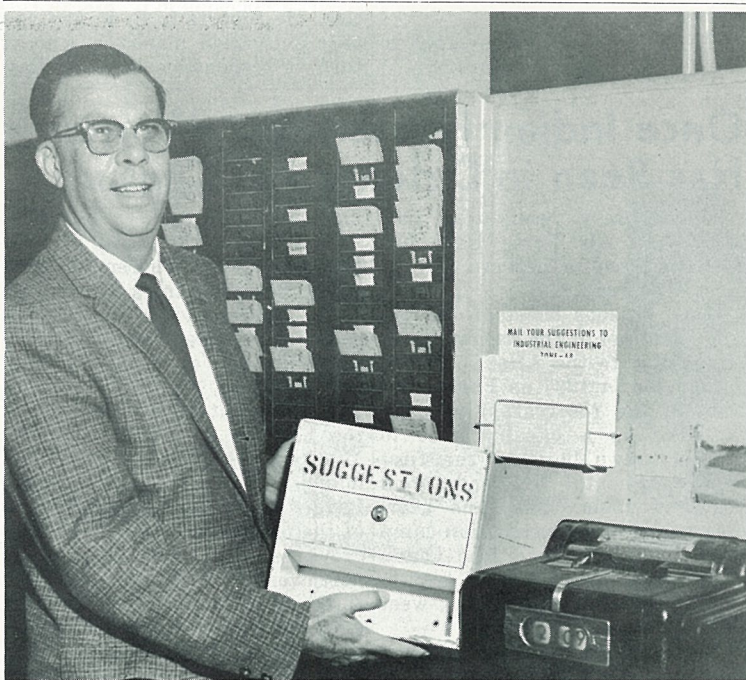
These "quality crews" are selected by a committee of four. The committee is made up of N. B. Robbins, manager of B-58 flight test program; C. C. Flagg, chief of inspection-modernization; B. A. Erickson, manager of flight, and McGuffee.

In addition to caps and pins that will be worn by "quality crews," a special banner will be displayed on the aircraft serviced by the crew.

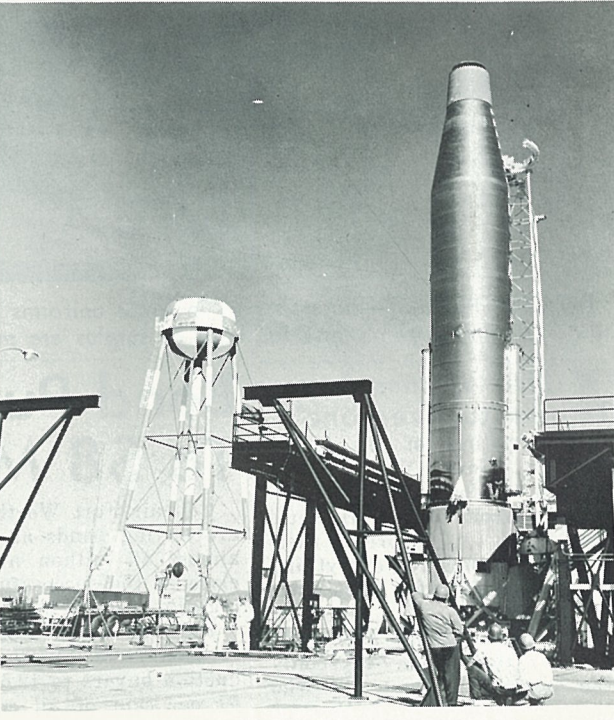
McClure Re-elected National QC Veep

J. Y. McClure of Convair Fort Worth has been re-elected vice president of the American Society for Quality Control at the society's annual meeting in Cleveland.

From 1956 to 1958 he was treasurer of the organization and has been a director and executive director of the society. McClure is FW manager of quality control.



NEW RACKS—Convair Fort Worth's Ross Carney of suggestion section removes old-type Employee Suggestion box which has been fixture at plant since it first opened. New suggestion rack is above clock.



NUMBER ONE—First operational Atlas base will be at Cheyenne, Wyo., shown in top center aerial view. Launch sites are under construction at some distance from city. They will be operated by 706th Strategic Missile Wing, located at Warren AFB, one-time cavalry post (top right). Erector-launcher mechanism which will be used is shown in two lower right pictures. Top left, in shadow of state capitol

located at Cheyenne are, from left: T. B. Ragland, staff assistant; George A. Calvert, operations manager; and J. N. Mattson, chief of industrial relations. Lower left, pictured at one of launch sites under construction are, from left: Calvert, Ragland, Mattson, R. W. Mendenhall, S. R. Stager, J. J. Williams, L. Dasso, E. E. Hixon.

Horizontal Storage Planned For Atlas at Launch Sites

Atlas missiles will be stored in a horizontal position in launch facilities now under construction at widely scattered points around Cheyenne, Wyo. The facilities will be manned by Strategic Air Command units with headquarters at Warren AFB.

Convair Astronautics is presently expanding its work forces there for approaching surveillance work in construction, equipment installation, checkout and actual activation of the launch sites.

Visitors to the sites who have seen Atlas test bases will note the absence of giant gantry towers used to hold the Atlas upright for servicing prior to tests. Instead, they will see buildings that seem to fit snugly into the surrounding areas of hills and rolling plains.

Launching pads at Warren are shaped much like a stubby "T." The long base contains the missile storage area, erector mechanism and other facilities. Across the bar are rooms for mechanical, electrical and propellant transfer equipment, work areas and storage facilities for fuel, liquid oxygen, liquid nitrogen and helium. The launcher centers the bar with a flame bucket jutting out from the top.

Nearby is what the Air Force calls a launch operations building. Astro employees will recognize it as what has been referred to as a blockhouse.

Missiles are towed into the storage area aboard their handling trailers. The missile's base is attached to the launch mechanism while a clamp on the 70-foot erector boom fits over the missile in the area of the nose cone. Lifted clear of the trailer, the missile is ready for storage, handy for work, etc.

The roof above the storage area slides back on rollers. Closed it provides protection from the weather and enemy action.

The entire operational concept for the Atlas is based on the shortest possible time lapse between the order to fire and actual launch. Operations are counted by the Air Force in terms of minutes rather than the hours now required for heavily instrumented test base launches.

Pressing a single button activates the fully automatic control system for erecting the missile. First, the roof rolls back; the erector boom begins to pivot and pull the missile into position, upright; automatic checkout of various systems gets under way as the missile is rising. By the time the missile is upright, only a short time will be required before fueling operations can be started.

Total time lapse: less than two minutes!

The process can be reversed to return the missile to storage.

Warren AFB at Cheyenne To Be SAC's First Fully Operational Atlas Base

Convair Astronautics has started a build-up of its work force at Warren Air Force Base, Wyo. that will continue throughout the remainder of this year.

Warren is the first fully operational base slated to receive the Atlas ICBM as a weapon system.

Astro forces there presently number just over 100. In the next few weeks some 150 men and women working at other localities such as the Astro home plant and Vandenberg AFB will be shifted to Warren. Additional transfers of skilled workers will follow as needed. At the same time a local hiring program will be pursued to add others.

By late December the Warren force will number over 600.

George A. Calvert, operations manager, directs Warren activities. He reports to C. F. McCabe, base activation manager, who, in turn, is responsible to E. A. Rey-

nolds, Astro's manager of product support.

The Warren operation is unique in many fields. As the initial operational unit developed under Astro's base activation program, it will be responsible for formulating and proving many of the features to be followed at subsequent bases. To this base will come hundreds of officers, non-commissioned officers and enlisted airmen who have learned their trade in an all-out training program conducted by Astro for the Air Force. These will be the men who have learned about the Atlas by working alongside Astro employees in the factory or by handling actual missile parts in classrooms.

Bulk of the present Astro work force at Warren is housed in what is called the base's industrial area. In time, others will work in the squadron maintenance area and at the actual launch sites.

The launch sites are under construction at points some distance from the main base.

Communication and transportation between these scattered sites and Astro's administrative offices will become a major problem in itself.

Key supervisory jobs have been filled in the Warren operation. Reporting to Calvert is a line-up of chiefs of various functions including R. W. Mendenhall, J. J. Williams, L. Dasso, J. N. Mattson, S. R. Stager, T. B. Ragland and E. E. Hixon. The latter is presently acting as top engineering supervisor.

Warren, because of the absence of test operations, will require far less engineering personnel than Astro test base operations.

Most Astro employees will find homes in Cheyenne, just three miles from Warren. It is the capital of Wyoming with a population of about 37,500. With the base personnel and outlying areas

added, Cheyenne has a metropolitan population of about 66,000.

Rentals in Cheyenne are about the same as those in San Diego. At present there are 117 new homes under construction. However, developers are laying out many adjacent areas for residential purposes. Astro maintains up-to-date rental listings for employees.

Cheyenne is 6,062 feet above sea level and lies on the rolling plains that approach the Rocky Mountains, less than 75 miles away. The climate is mild and dry. Although winter temperatures go into the minus zero ranges, the city boasts of having almost 300 days of sunshine each year, more than Miami Beach, Fla.

Before the coming of the missile "era" Cheyenne relied heavily upon railroads (three pass through the town), oil, stock raising and manufacturing for its economy. Tourism is also a major financial contributor.

For the outdoorsman, Wyoming is a natural. There are 20,000 miles of fishing streams and 130,000 acres of lakes with 83 species of fish, mainly varieties of trout. Big game population is over 200,000 including elk, moose, bear, deer, bighorn sheep and antelope. Wyoming boasts of an antelope population alone that outnumbers its people!



"This new craze has run me completely out of sacks."

Once Indian Fighter Post, Warren Has Been in Defense For Century

The military reservation that is Warren Air Force Base has been involved in defense for almost a century.

Local citizens boast of its role as a "sentinel of the nation" from "the arrow to the Atlas."

Founded in 1867 as Fort D. A. Russell, the reservation was established as a cavalry post to protect crews building the first trans-continental railroad from hostile Indians. Cheyenne grew up nearby as a construction camp and supply center for the Union Pacific. Today it remains a main terminal point for east-west transportation.

Through the years the post served cavalry troops, infantry, field artillery, quartermaster corps, aviation engineers, Air Force technical schools and now will be the first fully operational base for the intercontinental bal-

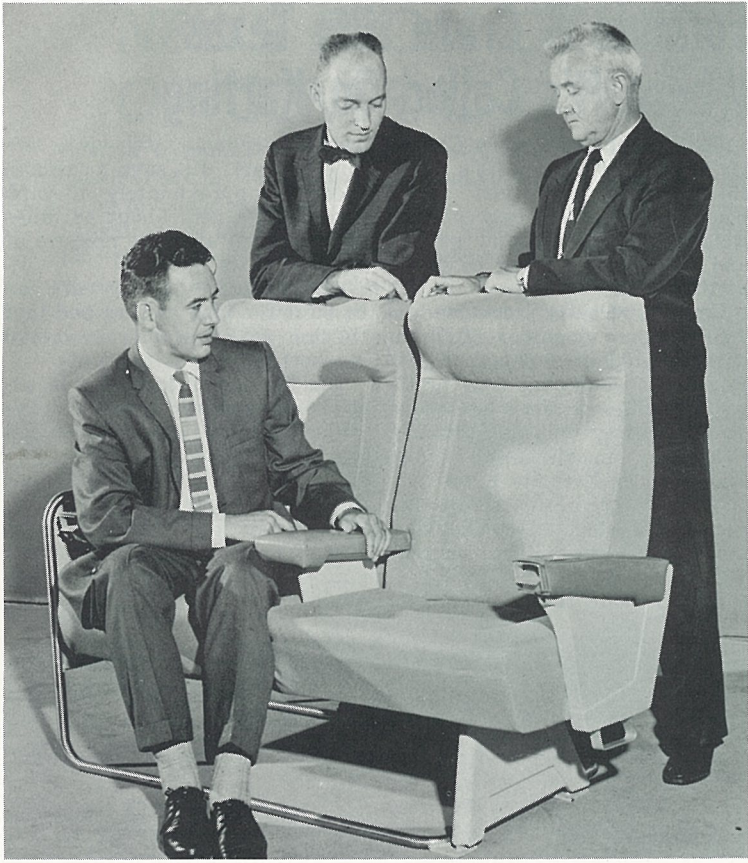
listic missile.

In 1930 the name was changed to Francis E. Warren AFB in honor of Wyoming's first territorial governor and later state senator. Warren was also the father-in-law of Gen. John J. Pershing.

The present major occupant of the base is the 706th Strategic Missile Wing, Strategic Air Command. Brig. Gen. William R. Large Jr. commands. It is one of the units of the 15th Air Force.

Warren lies just outside the northwest city limits and just three miles from downtown Cheyenne. It is a remarkable facility in every sense of the word.

Some of the buildings now in use date back to 1885. They are tall, stately red brick structures with white columns. For the most part they face a huge parade ground.



DESIGNERS—Experts working on interior design of Convair's jet transports, from left, Charles Willits (seated), James Stansfield, and Cliff Dietz of Convair SD furnishings, examine upholstery chosen by one 880 transport customer.

Ex-Auto Designers Join In Creating Jet Interior

A group of industrial designers transplanted from the automotive industry in the Midwest have added their talents and know-how on interior appointments to those of other Convair designers to create jet transport interiors.

Approximately 35 years' experience in automotive styling and industrial design were piled up by four men before they came to Convair San Diego as a part of the furnishings section of engineering.

Coming from Chrysler was James Stansfield; Dave Maslan from General Motors; Joe McMahon, from Ford Motors Co.; and Ralph Meyers, from Studebaker.

They joined a design group headed by Cliff Dietz who came to San Diego in 1947 as a styling follow-up man. Others now working on interiors for the 880, 600, and intercontinental 880 jet transports are Charles Willits, Bruce Swinford, Will Warriner, Harry Malcolm, and Claire Lynch.

All of the group have either an industrial design, art, or architectural background.

The main difference between interior appointments for automobiles and aircraft is the difference between assembly line, quantity work and custom-made jobs, explained Stansfield. In the automotive industry there is little variance in the interior styling of the different cars and the materials can be purchased in quantity lots, while in the aircraft industry each customer has the privilege of choosing his own appearance design, colors, and fabrics.

For instance, the different airlines have different needs which affect the interior design of the planes. Those lines which will

use the transports for short hops only need a buffet equipped to handle pre-cooked food, while planes designed for long trips will need buffets outfitted for cooking on the plane. Various types of seats are being specified, such as the "siesta" seat, a large reclining type—all making a great variance in the interior styling.

Each customer is allowed to choose its own color scheme, fabrics, and general decor.

Weight, availability over a span of time for replacement, fire resistance, and durability must all be considered in the choice of materials. Upholstery and carpet fabrics must be custom woven for color and weave.

Special processes have been worked out by the interior design group to provide a particular type of decoration such as the mural scenes which will highlight the vertical partitions in the lounge and cabin of TWA 880s. The art work was executed by Warriner and reproduced in silk screen on the back of a sheet of vinyl which in turn was laminated over a vinyl backing with a sheet of fabric as center layer.

The industrial designers meet a variety of engineering problems — plumbing, sliding pods, movable coat closets used as dividers—all unique to the aircraft business and which, at least up to now, have not entered the field of automobile design.

Dr. Bond Addresses NATO Advice Group

Dr. John Bond Jr., Convair SD chief of physics, is in Paris this week to address the NATO advisory group for aeronautical research and development.

'Convair, California' Card Reaches MSTs

The mail goes through, even when the address is vague and incomplete.

A card, addressed "Convair Aircraft Corp., Missile Division, General Delivery, Calif., reached the MSTs facility just four days after it was mailed from West Lebanon, Ind. It was written by a Boy Scout, Bob Powell, requesting pictures of the Atlas missile.

Restored B-24 Takes Its Place In AF Museum

A B-24, restored to wartime spit and polish, flew to Wright-Patterson AFB at Dayton last month to enter the Air Force Museum.

Its arrival was a high point of Armed Forces Day observance before a crowd of 62,000 May 17.

A. C. Snyder and C. K. Kurtz, Convair SD field service engineers at Dayton, reported:

"The airplane really created quite a sensation and there was a terrific surge of the crowd to the fence as the airplane taxied to the park . . . It was a real thrill to see the old B-24 . . . It had four of the sweetest, smoothest running engines you ever heard and it was rather sad to hear them shut down and watch the big 'fans' come to rest for the last time."

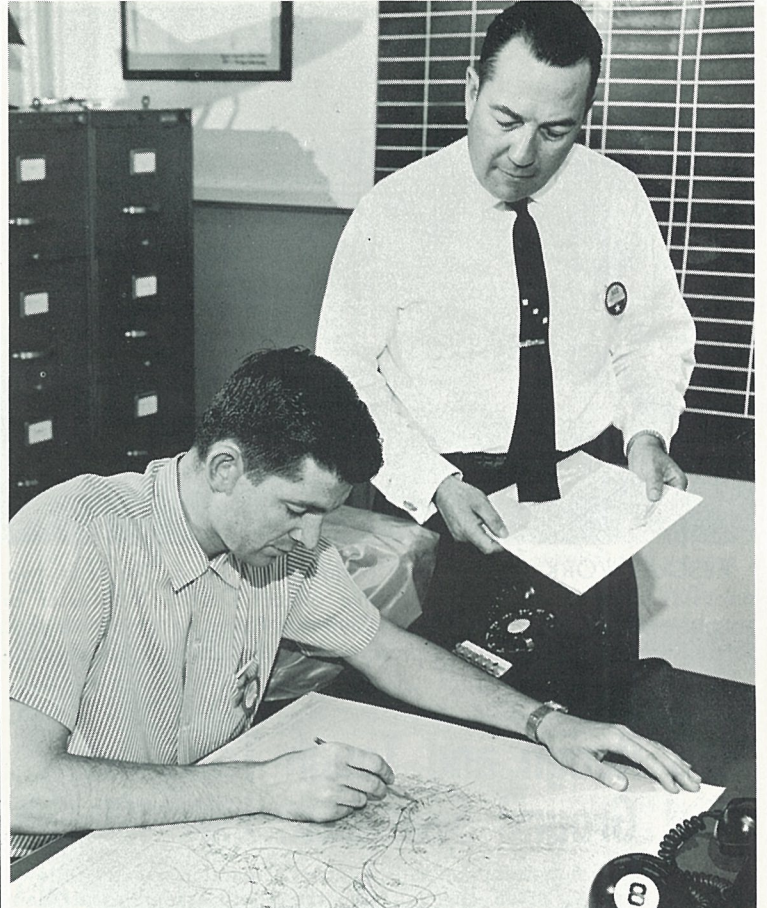
Although billed as the "last flying B-24," actually there are quite a number of the Convair-built wartime bombers flying in various parts of the globe, though virtually all have been modified for cargo or executive purposes.

A Dayton Daily News columnist, James E. Fain, was responsible for adding a nostalgic twist to the affair. In a somewhat uncomplimentary column commenting on the "last of the B-24s" he wrote: "The Liberator was anything but an affectionate airplane . . . There weren't many things you actually could blame on the Baker-Two-Four, if you wanted to be fair . . . It was just unsympathetic . . . the kind of mechanism that would go on forever, unending and unyielding . . . Like the dinosaur, the B-24 never was much of a pet, anyhow."

In response, James R. Longenecker, captain, USAFR, wrote the editor:

"In flying 26 combat missions with the Eighth Air Force, I personally developed a great love and affection for (the B-24). Granted that it did not have the stability of the B-17, yet the airfoil which it had for wings was aerodynamically superior to anything of its time. I personally do not recall any serious gripes about the handling of this airplane . . . I mourn its passing very much and would give anything for just one more ride . . . May its soul rest in peace."

Captain Longenecker's letter was read with interest by Maj. Robert L. Bryant, AF museum director, who was instrumental in recalling the captain to active duty, long enough to grant his wish for "one more ride."



PREDICTING—Tom Johnson and Paul LaFrenier of Convair Palmdale are continually "behind the 8-ball" at weather bureau that predicts weather for F-102s and F-106s prior to cross-country flights.

Palmdale Weathermen Outguess Desert Winds

In Antelope Valley, where sudden desert winds can play havoc with aircraft on the ground and in the air, weather forecasting is important business.

So Convair Palmdale's flight department maintains its own weather bureau manned by departmental assistants Tom Johnson and Paul LaFrenier.

Surface weather information reported from nearly 300 stations throughout the United States is transmitted via teletype to the Palmdale facility once each hour. From this information Johnson makes a daily analysis.

Of primary concern at Palmdale are conditions between Palmdale and Kansas City, and Palmdale and Spokane, routes followed on ferry flights of F-102s and F-106s to Richards-Gebaur and Geiger Air Force Bases. Before these jets can take off visibility must be five miles or better and ceiling must be 5,000 feet or better along the flight route. Johnson and LaFrenier give all pilots a weather briefing before take-off.

Similar service is provided for the many other out-bound and in-bound flights from the Convair Palmdale facility, a station which rates in flight activity with major airline stations.

A major accomplishment of Johnson was his formulation of a new system of forecasting Antelope Valley winds, a system so reliable that it has been adopted at nearby Edwards Air Force Base. Using an elaborate algebraic formula involving temperatures, surface pressures and other data, Johnson devised an accurate way of forecasting maximum wind expected for the next six-hour period.

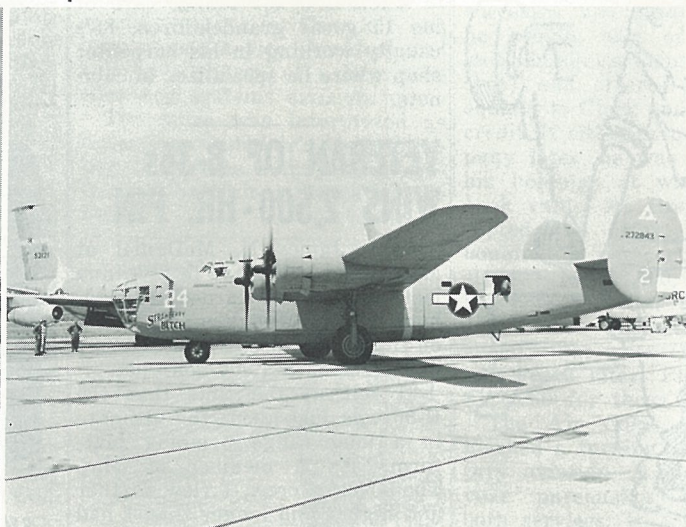
This information is vitally important because it gives advance warning and enables crews to secure all ground aircraft and to cancel scheduled flights to avoid possible damage. It is significant that Convair has never experienced any loss at the Palmdale facility due to surprise winds.

Palmdale's flight department is manned at all times that flights are in operation by either Johnson or LaFrenier. Johnson joined Convair in January of 1956 in his present post. Prior to that he was chief flight superintendent at Los Angeles Airways, where he gained much of his weather experience.

LaFrenier joined Convair in November of 1950 in the San Diego production flight department where he planned overseas deliveries of 240s and 340s. He came to Palmdale in November of 1955 when Rex Warden took over as chief pilot, the position now held by R. E. Myrann.

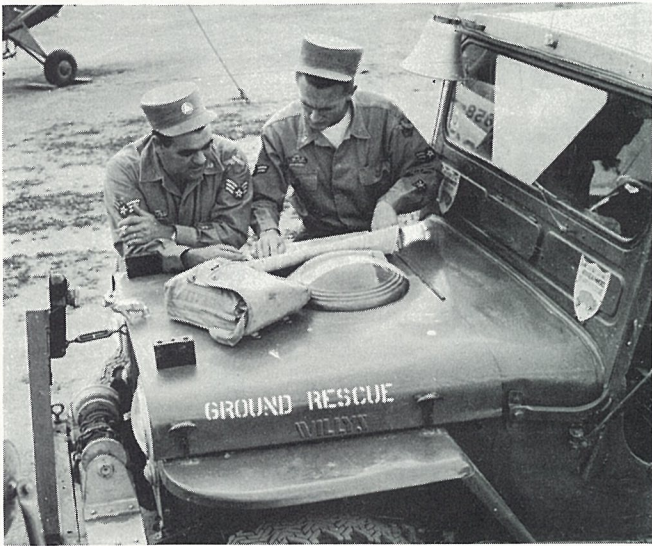
LaFrenier has a wealth of fascinating background experience ranging from deep sea fishing to both military and civilian air service. One of his most interesting wartime stints was as a member of the 10 hand-picked crews on "Project 7-A." Their assignment was to bridge the Burma Road by air in support of Chiang Kai-shek and Chenault. Using Convair-built C-87 cargo transports, they flew night and day through monsoons and all types of weather to deliver gasoline and ammunition.

LaFrenier is presently active with AV Soaring Association, serving as director and helping to provide air education for Antelope Valley youth.



"LAST OF LIBERATORS"—B-24, restored at Davis-Monthan AFB, Ariz., last fall, was flown to Wright-Patterson AFB at Dayton last month to enter Air Force Museum there. Arrival was part of Armed Forces Day show. At left above it is shown before

restoration. Center is arrival at Dayton. At right is delivery ceremony, from left: T/Sgt. Albert Jones, AF Reserve Capt. J. R. Longenecker, Maj. Max Hadley, Col. A. J. Shower, Maj. Robert L. Bryant, museum director.



RESCUE WORK—Art Thomas (Convair SD Dept. 25) tests two way radio in jeep (at right) and discusses search area with executive officer Darrell McMaster on left. Thomas is commander of ground-rescue unit of San Diego Civil Air Patrol, a group which has played prominent role in rescue of downed aviators and lost persons in mountainous area bordering San Diego county.

Seeking a 'Strike'

It's Rough and Tough Traveling, But Ground Searchers Like It!

Treacherous mountains in rattlesnake country, often through mud and dense underbrush, are all in the day's—or night's—work for a small band of San Diego men who gladly face the dangers to save a life.

Led by Art Thomas (Dept. 25 Convair SD), commander, they are members of El Cajon Valley Squadron No. 97, the ground rescue unit of the San Diego Civil Air Patrol.

As such, they form one of the largest units of its kind in the country. Present membership numbers 15, each of whom takes a tough training course that includes advanced first aid, mountain climbing, investigation tactics, search procedure, and monthly familiarization problems in little-known areas in San Diego and outlying countries.

Officially formed as a squadron about one year ago, they have in the past eight months played prominent roles in the search for four downed flyers and a lost child. The most recent was helping in the rescue of an Astronautics man and his wife after their plane crashed a few weeks ago in the Santa Rosa Mountains.

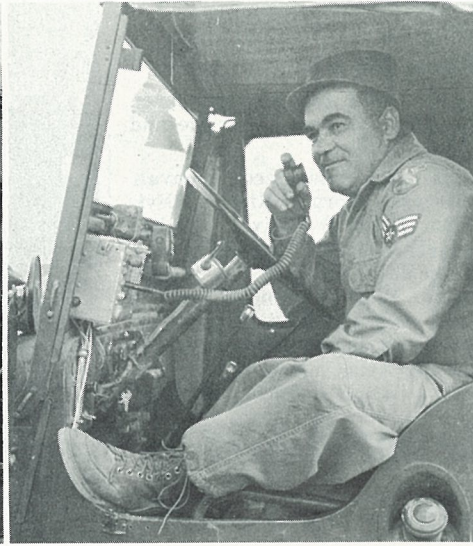
All the men serve voluntarily and are members of the San Diego Ridgerunners, parent organization of the Convair SD CRA Jeep Club. They are on call at all times in an emergency, Thomas said, and have never dropped below 85 per cent participation when called into action.

When first word of an emergency reaches a member, chain

SD Auto Engineers To Visit Shipyard

The San Diego Section of the Society of Automotive Engineers will hold its June 15 meeting in conjunction with a tour of the National Steel Shipyard. The meeting will start at 5 p.m.

S.A.E. plant representatives, George Lemke, ext. 1605, and Clarence Gerber, ext. 2981, can provide additional information.



Formula K Craze Hits Texas Where It's Called Go-Karting

Go-Kart champ Dennis Cannon of Convair Fort Worth's Dept. 15-3 says there's just 42,410 pounds difference between the weight of his 90-pound go-kart and the red fire truck he drives at the plant.

Cannon, recently proclaimed indoor go-kart champion of Texas with his 13.9 record set at Will Rogers Coliseum, has done pretty well for himself since he started go-kart racing only in February. (The tiny machines are known elsewhere as Formula K.)

"I've always been interested in racing," he said. "I competed in the Mexican Road Races in 1953-54."

The Convair fireman built his

own one-cylinder, two-cycle engine go-kart. He says maximum speed is approximately 40 mph and that he gets about 48 miles to the gallon with the mixture of oil and white gasoline.

Cannon says the tiny cars can be built for \$200 and up and that they're available on the retail market, too.

Joe Turner of Dept. 5-4 is another of Convair Fort Worth's go-kart racing enthusiasts. His car is a Spyder 500 model.

Both Cannon and Turner spend almost all of their Sunday afternoons at Mangham Airport where go-kart racing starts around 2 p.m. Both of their wives are qualified racers, too!



CHAMP GO-KARTER—New indoor "go-kart" champ of Texas is Dennis Cannon, left, of Convair Fort Worth's Dept. 15-3, shown here with Dept. 5-4's Joe Turner.

Wed 60 Years, FW Man Is 80

Convair Fort Worth's 80-year-old Dan Longley and his wife, Minnie, celebrated their diamond wedding anniversary recently after 60 years of married life.

"Just stay with it," the Dept. 81 veteran advised when asked the secret of the Longleys' "togetherness."

Longley, four years older than his wife, married in 1899.

The son of an oil man, Longley worked some 40 years in the drilling business before leaving Ohio for Texas in 1924. Mrs. Longley is a native Pennsylvanian.

When he came to Convair 16 years ago, he weighed about 150 pounds. Now he tips the scales at 106 but isn't complaining.



ANNIVERSARY—Convair Fort Worth's Dan Longley, 80, left, of Dept. 81 shows assistant foreman C. A. Little picture of his wife. They have been wed 60 years.

"I'm not much of a meat eater any more—just like the vegetables," he added.

A heavy smoker, Longley started on cigarettes and chewing tobacco at the age of 7. He said he couldn't remember being without one or the other but advised that "it'll kill you if you keep at it, you know."

When he's not taking care of his 15 great grandchildren, he's usually working in his carpenter shop where he specializes in cabinets.

VETERAN OF B-36s WINS 2,500-HR. PIN

Capt. James N. McDaniel at Malmstrom AF Base in Montana last week was awarded a 2,500-hour pin to recognize his hours of flight in B-36s. He previously had received a 1,000-hour pin.

"I felt at the time that the B-36 was just about the ultimate in a long range bombing platform. As a member of Maj. Thad Neal's crew, I flew farther and higher and longer than I had ever flown before—and on one flight had to shave three times before we landed! This was all without refueling, too."

Years of Night School Pay Off as SD Man Passes Bar While Another Receives Degree

Two Convair SD men are seeing their labors recognized now after a total of nine years of night school study in two San Diego colleges.

Grueling though it was, both agree it was worth it.

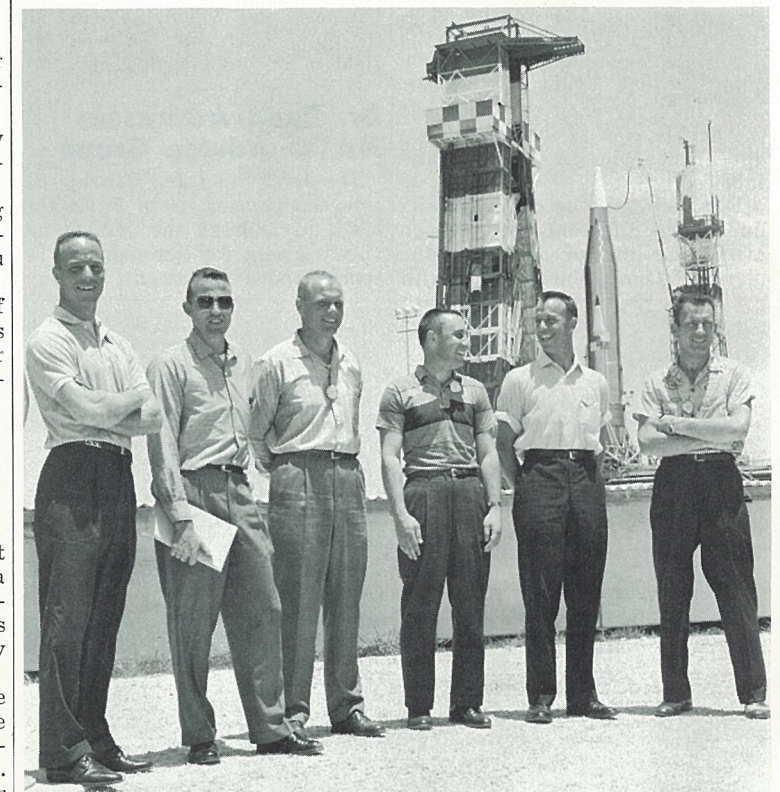
Timothy G. Evatt, a contract representative at Rose Canyon, was notified May 25 that he had passed the state bar examination. The notification climaxed four years of night law school at the University of San Diego, where Evatt was graduated in 1958. He received his B.A. degree from St. Michael's College in Winooski Park, Vt., in 1949.

Five years of night school at San Diego Junior College paid off for T. K. Fisher (Dept. 600) this month when he was graduated from the school with an Associate of Arts degree. Fisher is one of the first to receive this degree, which has only recently been offered by the college. It

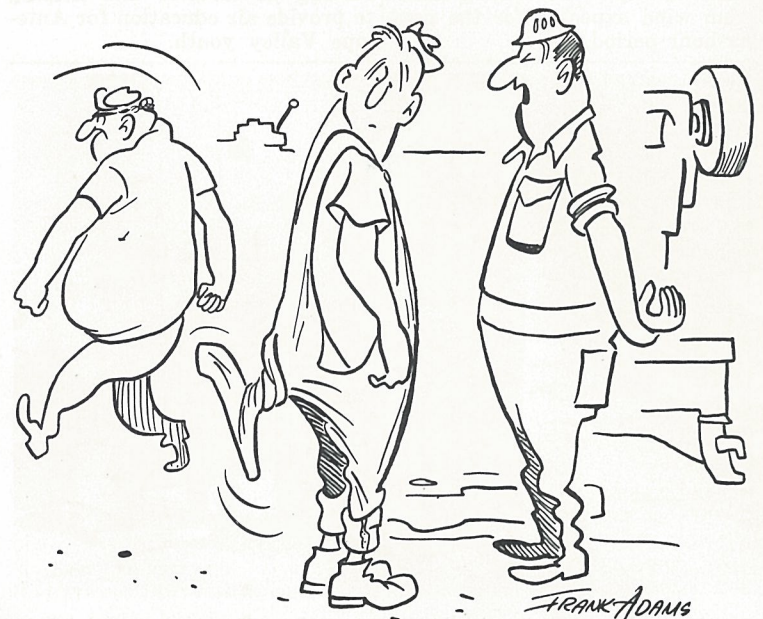
is equivalent to 60 units or two full years of college.



REUNION—Mercury Astronaut Capt. Virgil Grissom found schoolmate when he visited AFMTC. He and Nancy Hamilton knew each other in Mitchell, Ind.



SIGHTSEEING—Mercury Astronauts, one of whom will be first man in space for free world, were recent visitors to Astronautics operations at AFMTC, Florida. In background is Atlas missile, destined to play important part in their venture into space.

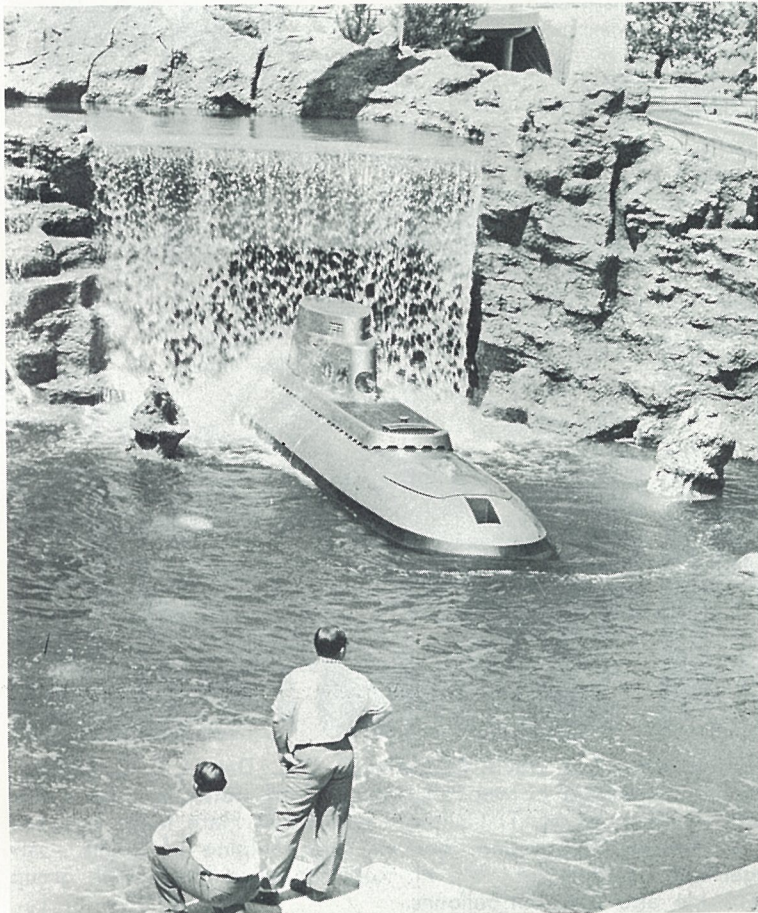


"If I wuz you, I wouldn't loan my end wrench to Bonelli any more . . . He makes such a fuss about having to return it!"

NEWS FROM OTHER DIVISIONS OF GENERAL DYNAMICS CORP.

General Dynamics Corporation, created in April, 1952, as successor to Electric Boat Company, is composed of six divisions and a Canadian subsidiary, Canadair, Limited of Montreal, airframe builders. The divisions are:

Convair, head offices at San Diego, Calif., aircraft, missiles and space systems.
Electric Boat of Groton, Conn., submarines.
Stromberg-Carlson, of Rochester, N. Y., telecommunications, electronic equipment.
Liquid Carbonic of Chicago, Ill., carbon dioxide producer, industrial and medical gases.
General Atomic of San Diego, Calif., nuclear research, development, production.
Electro Dynamic of Bayonne, N. J., electric motors, generators.



DISNEYLAND SUB—Submarines (sponsored by General Dynamics Corporation) slated for Disneyland "ocean" at Anaheim, Calif., are undergoing "builders trials" and "shakedown."

SSB (N) Washington Expected To Become Fleet Workhorse

GROTON—The nation's first "fleet ballistic missile" submarine, the George Washington, was launched here yesterday at Electric Boat.

Designated SSB(N)—the B stands for ballistic missile firing and the N for nuclear powered—the Washington will be capable of firing the 1,500-mile Polaris missile from either surface or submerged positions.

The Washington is expected to become a "fleet workhorse," constantly on station, and as such will have two crews. They will alternate between duty at sea and shore training.

The new submarine will be capable of staying at sea for long periods of time and will be able to manufacture its own oxygen supply for lengthy underwater cruises. The machine employs the principle of electrolysis—electric current running through a cell—to tear each oxygen atom from the two atoms of hydrogen in every molecule of water.

The sub's generator will turn

out enough to add 50 per cent more oxygen to the supply subs carry in storage bottles. Therefore the record 60-day submergence, completely independent of the atmosphere, which the atomic sub Seawolf set last year, could be surpassed with ease by the Washington.

The newly appointed Secretary of the Navy, William B. Franke, and Chief of Naval Operations Arleigh A. Burke attended the launching of the George Washington.

Principal speaker at the historic launching was Assistant Secretary of Defense and Comptroller Wilfred J. McNeil.

Electric Boat Man Cited by U.S. Navy

GROTON—Eugene P. Pallange of Electric Boat Division has received a letter of commendation from the Navy for his "invaluable services to the Fleet Ballistic Missile Polaris program."

RAADM. William F. Raborn, Navy Special Projects Director, cited Pallange for his outstanding performance while serving as liaison between the Groton shipyard where the first FBM subs are being built and the Washington office of Special Projects. Raborn credited Pallange with anticipating areas of design and engineering difficulty and working out solutions before they became problems.

CHARACTRON Console To Control Traffic

SAN DIEGO—Delivery of the first S-C 1030 "CHARACTRON Pictorial Conflict Display Console" to General Precision Laboratory, Inc., has been announced by Stromberg-Carlson.

Seven S-C 1030 Display Consoles will be installed in an experimental semi-automatic data processing system for air traffic control now being established by the Federal Aviation Agency.

South America Lines Consider 540 Transports

MONTREAL—Marked enthusiasm met the Canadair-Convair 540 in the first weeks of its demonstration tour of South America. Countries visited were Peru, Chile, Argentina, Brazil and Venezuela. Airlines showing distinct interest in the airplane include Avianca, Aerolineas Argentinas, REAL and Panair do Brasil.

Airline and military pilots, particularly those familiar with the Convair 240, 340 and 440, were unanimous in commending the 540 for its outstanding climb performance, high cruise speed and easy handling when flying on one engine.

MONTREAL—Pacific Western Airlines, third largest carrier in Canada, has been taking a long hard look at the Canadair-Convair 540 demonstrator airplane now nearing the end of its North American tour.

Numerous evaluation flights and route trials have been made from the PWA base at Edmonton to Fort McMurray, Fort Smith, Yellowknife, Fort Resolution, Embarras and Peace River and from the Vancouver PWA base to Victoria, Comox, Port Hardy and Prince George.

The airline operates scheduled and non-scheduled services throughout British Columbia, Alberta, the Yukon, the Northwest Territories and Alaska. It is also a prime contractor for the air lift to defense installations in the far north of Canada.

Stromberg-Carlson Gets Nuclear Work

ROCHESTER—A contract to build the nuclear instrumentation and safety systems and intercommunication equipment for the U. S. Army's first skid-mounted nuclear power reactor has been awarded to Stromberg-Carlson.

The reactor will be constructed by Alco Products, Inc., of Schenectady, under contract with the Army Corps of Engineers. Alco awarded the instrumentation contract to Stromberg-Carlson.

Designed especially for service in Arctic regions, the reactor will be built in a number of packages that can be easily transported and quickly assembled.

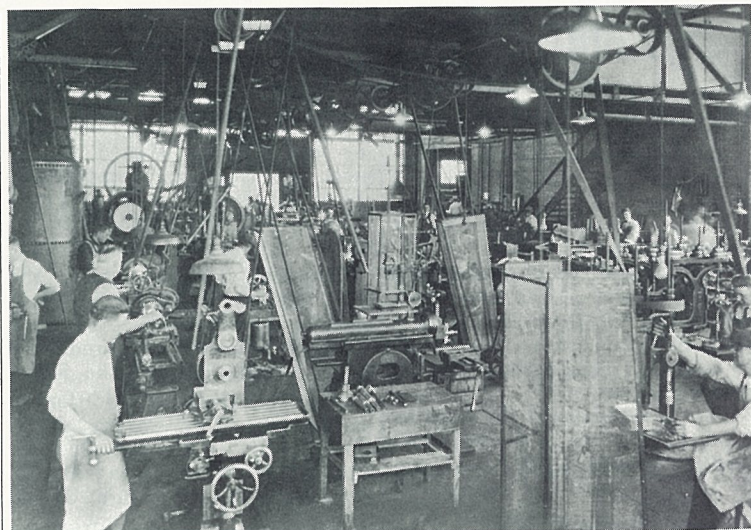
New Missile Division Created by Canadair

MONTREAL—Robert D. Richmond, formerly chief engineer of special weapons for Canadair, has been named a vice president and will have charge of a new missiles and systems division.

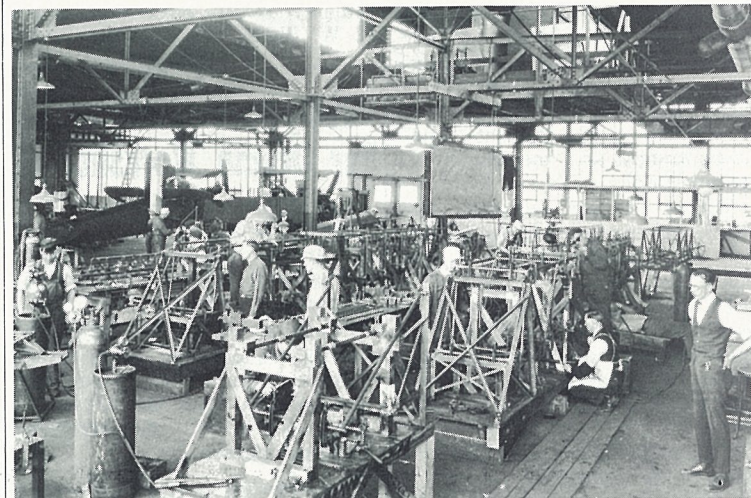
The move was interpreted as reflecting Canadair's determination to become a major sub-contractor for United States missile work.



"Now Hutton has a COMPLETE follow through."



A FAR CRY—This was machine shop at Consolidated's plant in Buffalo as it appeared in 1925. Below, another factory scene.



Competition Encouraged In Convair's Early Days

(This is the 10th installment in a continuing history of Convair. Previous installments have traced early beginnings as far back as 1908 which led to creation of Consolidated Aircraft in 1923, its move to Buffalo in 1924 where main product was trainer airplanes.)

Col. Virginus Clark resigned as vice president and chief engineer of Consolidated in August, 1927. George Newman Sr., who had been a director and general manager since the beginning, was elected vice president. Clark's place on the board was filled by Ray P. Whitman, a former project engineer at McCook Field, who had joined Consolidated as chief inspector in 1925. (He would serve as vice president from 1931 to 1935, then help form a new company.) Joseph M. Gwinn Jr. a Gallaudet engineer who had continued with Consolidated, was placed in charge of Unit 1 (trainer planes).

Fleet established Unit 2 (heavy planes) the same year, and eventually had four divisions at Buffalo, each under an engineer who reported only to him. The title of "chief engineer" was not used again until the mid-30s, though this displeased the Air Corps.

"I am a strong believer in competition, not only among companies but within my own organization," Fleet explained to his critics at Dayton. "My system induces each project engineer to make his best showing for the boss, not just another engineer. If you've got any complaints, come to me."

Fleet believed key personnel should own a small interest in the company, thus sharing its successes and failures. In 1925 he bought half of his sister's stock holdings (originally 40 per cent) and offered these shares equally to Clark and Newman, on credit. If either man left the company later, he was to surrender his holdings at what was then book value. At first neither accepted the offer. Later Clark bought a 6 per cent interest (15 shares) for \$3,500, giving Fleet his note for that amount. Consolidated's business grew so swiftly that when Clark resigned two years later, Fleet paid him \$125,000 for these shares.

The Air Corps Act of 1926 marked a turning point for military aviation. It set up a five-year purchasing program for both services.

The Army's initial appropriation would let it purchase 150 or more trainers, depending upon cost. (The price for Consoli-

dated's planes had declined steadily as output increased—from \$9,800 for the first PTs to \$7,750 in the fall of 1926, and further reductions were projected.)

Fleet proposed to Maj. Gen. Mason Patrick, the Air Corps chief, that a single contract for 150 trainers be negotiated. This would permit Consolidated to order material in quantity without letups, and share the savings from mass production with the Air Corps. Patrick would make no commitment beyond an order for 50.

Fleet gambled on his own judgment—"I knew nobody had a better trainer, and nobody could design a better one."

He ordered steel tubing, spruce and other materials for 250 aircraft and kept the production line humming. The orders kept coming in, from the Army at intervals of 60 and 90 days (until its contracts totaled 170 planes) and from the Navy (which continued holding competitions that Consolidated always won). By the middle of 1927 Consolidated showed a cumulative profit of \$867,000 on the service trainers it had built since 1923.

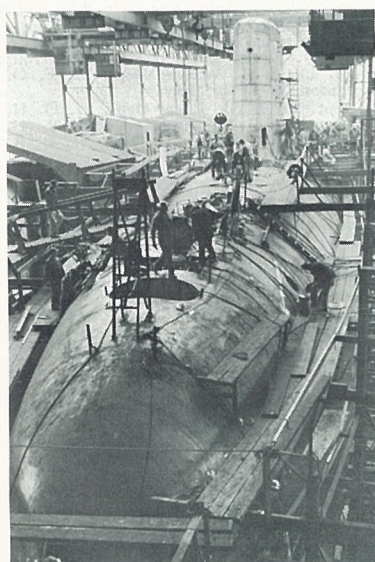
Correction for Convair Record

For the record, Convairiety's May 27 installment of Convair's history requires correction of two points:

James L. Kelley, the Air Service representative assigned to Consolidated Aircraft when the company moved to Buffalo, was acting in a civilian capacity at that time. He was, however, a captain in the Air Service Reserve, on inactive duty. During World War II Kelley was San Diego Division manager, rather than factory manager, a post held then by Bert Bowling.

Kelley arrived at Buffalo considerably in advance of Consolidated's actual move. Felix J. Rossoll believes he was the first Consolidated man at the new plant and recalls hiring eight men to unload the three freight cars that carried the new company's equipment and materials. Previously, he had been with Gallaudet.

Rossoll is still with Convair.



IN THE WATER—New atom-powered submarine George Washington is readied here for launching which took place yesterday at Groton, Conn.

Ringo and 'Spurs' Score Top Honors in CofC Member Drive

For the second year, the Convair "Spurrers" took first place in rounding up new members for the Fort Worth Chamber of Commerce.

J. F. Ringo, team leader, and other members of the team were recognized for their efforts at a June 3 report rally which concluded the chamber's intensive one-day drive.

The 18 members of the Convair team, all employees in industrial facilities and industrial engineer-

ing departments, signed up almost half the total memberships obtained by all teams. "Spurrers" tallied 101 of the total of 206.

Chamber officials said the drive was the most successful in history of the organization, and gave the Convair men credit for doing biggest part of the job.

Team members, in addition to Ringo, are: Ross Carney, J. E. Gilleland Jr., Budge Lee, O. Magnusson, W. E. Ahola, H. W. Blackmon, A. F. Gough, B. Q. Greene.

H. P. Grogan Jr., J. T. Jenkins Jr., W. H. Johnston, R. F. Knepper Jr., C. F. McClure, B. L. Murphy Jr., T. E. Roberson Jr., F. W. Sloan, W. R. Wilson.

Hayes, Lance Will Head Weight Group

Convair Fort Worth's Cantrell Hayes and T. K. Lance of Dept. 6-2 will be installed as chairman and vice chairman respectively of the Texas chapter of the Society of Aeronautical Weight Engineers tonight at a meeting in the Hilton Hotel.

Three Convair weight engineers retiring from office tonight will be J. F. Mandl, W. W. Hill and P. H. Deam.

Dr. Saul B. Sells, professor of psychology at TCU, will be guest speaker at the meeting, which starts at 7 p.m. Dr. Sell will talk on "Human Factors in Space Flight."

"Mourglia the Mystic" will also be on the program.

Youngsters Needed For Drama Workshop

Additional youngsters are needed to assure the summer children's theater the CRA Wing and Masque group is prepared to offer.

Convair youngsters from 6 to 16 are eligible. Interested parents may obtain further information from the CRA office, ext. 2771. Registration is \$3 per person.

Log Book Entries

Promotions

FORT WORTH

Promotions to and within supervision, professional and administrative effective May 25:

Dept. 4: to production change analyst, R. L. Sittin; Dept. 6: to design engineer, J. H. Heathcock, J. H. Kilgore Jr.; to design engineer sr., H. L. Durham, F. J. Kutzler, J. L. Mayers, D. L. Miller; to engineering illustrator, B. McDaniel; to nuclear test lab group engineer, B. D. Dodd; to project flight test engineer, H. R. Darby; to project nuclear engineer, C. F. Johnson; to project propulsion engineer, J. Fernandez; to propulsion engineer sr., J. A. Maphet; to structures engineer sr., G. D. Palmer.

Dept. 8: to manufacturing engineer A, R. E. Fitch; Dept. 11: to chief of contract administration—MX-1964 program, D. W. Johnson; to manager of contracts, W. T. Alvis.

Dept. 23: to manufacturing research engineer sr., R. Thompson; Dept. 24: to tooling analyst, W. H. Stricklin; Dept. 27: to liaison man, R. L. Pollock, R. Scalzitti, J. K. Spencer, E. F. Thornton, D. E. W. J.

Dept. 28: to metallurgist senior, E. O. Burkhardt, G. L. Peterman; Dept. 32: to foreman, O. J. Olsen; Dept. 34: to assistant foreman, E. A. Hoffman.

Dept. 85: to aircraft maintenance specialist, J. L. Cooper, M. L. Farris, S. A. Means, T. H. Reed; to customer service engineer, C. L. Davis Jr.; Dept. 91: to general foreman, O. I. Jones.

Deaths

CARROLL—L. J., Dept. 20, died May 25. Survivors include his wife, 2 daughters and one grandchild.

McLEOD—E. H., Dept. 20, died May 31. Survivors include one son.

SEABOLT—J. A., Dept. 25, died May 29. Survivors include his wife, 2 sons, 2 daughters and his parents.

Personals

We acknowledge with sincere appreciation the kind expressions of sympathy and contributions by Convair employees upon the recent loss of our loved one, James Wesley Doggett.

Family of James Wesley Doggett

Thanks so very much to each of you for your kindness and thoughtfulness in the tragic death of our loved one and your fellow worker, J. D. Hoy, Jr.

Mrs. Hoy, Vicki, and Jimmy

I would like to express my thanks to all the Convair employees who have been so thoughtful during my illness.

Ruth L. Root, Dept. 22-8

Awards

The following received Employee Suggestion awards totaling \$1,836.55 for the period ending 15 May:

Dept. 4, W. E. Doom, W. E. Meacham, F. L. Partin Jr.; Dept. 6, H. D. Livingston; Dept. 22, L. D. Murphy; Dept. 25, T. W. Eakin, E. Evans.

Dept. 27, G. T. Teague; Dept. 30, E. D. Patton; Dept. 33, J. L. Gauntt, R. D. Stinson; Dept. 35, J. Jones; Dept. 36, F. R. Harvison.

Dept. 46, H. E. Cook; Dept. 56, L. B. Sanders; Dept. 74, H. T. Boswell; Dept. 81, B. E. Hudnall, H. A. Lancaster.

Dept. 82, E. A. Beckwith, A. E. Farris. Also D. Ball Jr., formerly of Dept. 35.

Retirements

VANDERFORD—H. T., formerly Dept. 58. Original hire date March 8, 1943 (FW), retirement effective June 1. 8328 Raymond Ave., Fort Worth.

Births

CASLER—Mitchell Vaughn, boy, 6 lbs. 11 ozs. born May 20 to Mr. and Mrs. B. V. Casler, Dept. 6-7.

COVINGTON—Jeri Lynn, girl, 7 lbs. 15 ozs. born May 14 to Mr. and Mrs. J. R. Covington, Dept. 17-2.

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Convairiety

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First Place Winner

International Council of Industrial Editors

Founded Sept. 1, 1948. Published in six editions (Fort Worth-Daingerfield, San Diego, Pomona, Astronautics, Mail Edition and Antelope Valley-Holloman) by Convair Industrial Relations, General Offices, San Diego, Calif., Logan Jenkins, editor.

Approximate current total circulation, over 65,000. News items and letters to the editor are solicited, but no advertising can be accepted.

SD Editorial Offices, Building 32, Plant 1, ext. 1071. Staff: Grayce Fath, Helen Pemberton, Fred Bettinger.

FW Editorial Offices, Col. 73-C, Ext. 2961. Mailing Address: Convairiety, Convair, Fort Worth, Texas. Telephone PE 8-7311. Staff: Bob Vollmer, Fort Worth editor; Pat Baker, Mary Beck.

Astronautics Editorial Offices, Bldg. 2, new plant, ext. 1154. Staff: Bryan Weickersheimer, Astronautics editor.

Pomona Editorial Offices, Room K-222, Bldg. 2, ext. 6226, mail zone 3-8, Staff: James Combs Jr., Pomona editor; Dorothy Keller.

Antelope Valley Editorial Offices, Room 31, Bldg. 301B, Palmdale, ext. 337. Staff: Betty Lou Nash.



DAINGERFIELD BARBECUE—At top left, M. J. Davis, B. B. Finnell, C. L. Dalton, E. O. McDonald, C. E. Roberson and O. L. Holland, of serving committee, pause from duties to take a few bites. Top right, Ann Childree, left, daughter of H. T. Childree, and Sarah Hare make sure sun doesn't scorch. Bottom right, J. E. Arnolds, foreground, get an extra helping of beans. Arnolds is division manager at Daingerfield. Bottom left, W. H. Robinson plays clown with group of Convair Daingerfield youngsters. He also gave out balloons.

Convair Daingerfield Annual Barbecue Attracts Record 500 Families to CRA Picnic Grounds

Five hundred Convair Daingerfield people turned out for the annual CRA barbecue held at the recreation area on Lone Star Lake, according to chairman L. R. Bell.

A serving committee of M. J. Davis, B. B. Finnell, C. L. Dal-

ton, E. O. McDonald, C. E. Roberson and O. L. Holland served beef to all, along with baked beans, chips, pickles and the rest of "the works."

Highlight of the event was a game session headed by Jim Nazzal. Games were designed for

everyone from the cradle gang to the pre-school small fry and oldest bracket.

Clowning again this year was W. H. Robinson, who passed out an endless supply of balloons to all youngsters 18 years and under.

Nazzal also arranged a contest for the largest family present. The John Jeters came in first with Jayne, Jack, Jerald, Donald, Jimmy, Theresa and John III to their credit.

Various CRA activities such as the rifle and pistol club and the model airplane club had exhibits on display throughout the day.

After a day filled with games, swimming, boating and over-all relaxation, Bell, also square dance commissioner, directed a square dance.

Convair Actors Now Performing At Fort Worth's Casa Manana

Two Convair Fort Worth actors are currently being seen in "Wonderful Town," the first musical comedy of the summer at Fort Worth's Casa Manana.

They are Doris Franklin of the cashier's office and Erwin

Swint of tooling's planning control. Miss Franklin is portraying Violet, a worldly inhabitant of Greenwich Village, and Swint plays one of her visitors. He's also doubling as an Italian chef.

Both are seasoned in theater work, having performed with Wing and Masque Players, Fort Worth's Community Theater and TCU Theater.

Miss Franklin, remembered in her last role in "Speaking of Murder" at CRA Playhouse, has to her credit at Community such plays as "Will Success Spoil Rock Hunter," "The Heiress," "The Remarkable Mr. Pennypacker," "The Mad Woman of Chillot," and "The Women."

She played in "Seven Year Itch," "The Bad Seed," and "Roomful of Roses" out at TCU and "Bell, Book and Candle" for Live Theater Productions.

Convair theater goers will remember Swint as tight-fisted Horace Vandergelder in Wing and Masque's "The Matchmaker." His latest Community role was as an Army general in "Visit to a Small Planet."

Other Community parts to Swint's credit include "Stalag 17," "Oh Man, Oh Women," "Anastasia," "Will Success Spoil Rock Hunter," "Philadelphia Story," and "Mr. Roberts." He's also been in "The Mad Woman of Chillot," "The Lark," and "Hay Fever."

His TCU plays have been "Springtime for Henry," "Teahouse of the August Moon" and "Seven Year Itch."

Both Miss Franklin and Swint are working under direction of Michael Pollock, director of this summer's Casa Manana musicals.



Doris Franklin



Erwin Swint

The Passing Years

Fort Worth

The following emblems were due during the period June 15 through June 30:

Twenty-year: Dept. 6, E. M. Propper.

Fifteen-year: Dept. 2, V. M. Cox; Dept. 4, O. J. Knox; Dept. 7, D. B. Ferrell; Dept. 10, L. G. Wilson; Dept. 24, F. O. Ferguson, B. J. McCurry.

Dept. 25, R. D. Liles; Dept. 27, O. H. Trammell, D. A. Tullios; Dept. 30, G. W. Dickey, L. H. Tein; Dept. 31, A. R. Wann; Dept. 36, C. T. Armstrong.

Dept. 46, D. E. Jackson, J. A. Lawdermilk, F. C. McClure, T. W. Nevil, T. A. Walden; Dept. 53, C. L. Skelton; Dept. 54, S. Busby, C. W. White.

Dept. 56, B. H. Leach, B. A. Walker; Dept. 57, L. H. Gibson; Dept. 64, C. B. Hopkins, W. L. Miller.

Dept. 65, W. Evans, H. M. Gilbert, C. M. Jarrett, B. S. Knowles, J. M. Strother, W. E. White.

Dept. 81, E. L. Dillard; Dept. 82, D. S. Campbell, R. Grimes, H. L. Vinghouse; Dept. 95, G. H. Ross.

Ten-year: Dept. 4, R. A. Manke, F. H. Smith; Dept. 6, R. L. Ingmire, E. R. Johnson, D. W. Milburn, J. L. Woods.

Dept. 7, K. T. Abbott; Dept. 9, J. W. Allred; Dept. 14, A. L. Bourland, E. M. Shannon; Dept. 20, A. W. Reeves, T. H. Robinson, P. E. Simmons.

Dept. 22, B. G. Gosnell; Dept. 24, R. G. Freer; Dept. 25, W. C. Dobyns, J. C. Grimsley, E. T. Lynch, E. W. Martin, J. Snepherd, G. R. Thompson.

Dept. 27, J. U. Norwood; Dept. 64, W. P. Dollarhide, J. L. McLemore, C. E. Smith; Dept. 81, F. O. Albert, C. L. Holloway.

Dept. 82, R. C. Loflin; Dept. 89, L. H. Richards; Dept. 93, L. C. Derting.

Daingerfield

Ten-year: Dept. 2, J. A. Cawthon.

Garden Show Winners Named

Approximately 70 ribbons were handed CRA garden club people at their recent "Miracles of the B-58" flower show.

Artistic division winners included Mrs. C. W. Thelan, who won the tricolor award for an arrangement of fresh plant material. Mrs. W. M. Counts took the award of distinction for her exhibit of dried, cured and treated plant material.

R. E. French won the award of merit in the horticulture division for the most outstanding cut specimen—an Enchantment Lily. He also won sweepstakes for the most blue ribbons in that division.

The Clyde Shrells were given special awards for their display of the club's library books and scrapbook in the educational division. Mrs. Margaret Q. Calvert won a special award for her display of propagation of African violets, and W. M. Counts got an award for his educational display on growth and culture of orchids.

Other first place winners in artistic arrangements included Mrs. Eloise Hendricks, Mrs. Esca Brown and Mrs. R. L. Lewis.

Additional first place people in the horticulture division were Lucille Long, Mrs. Fred Carlile, Mrs. Lewis, Mrs. Alice Arnold, Mrs. R. B. Goulette, Mrs. H. G. Breckenridge, Mrs. Henry Breckenridge, Miss Mary Cathryn Smith, Mrs. C. L. Rothacker, Mrs. Margaret Q. Calvert, Fern Holder, Joe Bohn and Mrs. R. B. Goulette.

Picnic Under Stars Set for June 24

Astronomers plan a picnic and lecture "under the stars" June 24 at CRA picnic area, Commissioner Art Gilligan said this week.

The picnic will start at 6 p.m. Guests will bring their own picnic suppers.

Norman Cole, director of Children's Museum Planetarium, will be guest lecturer.

Gilligan promises that five planets, Jupiter, Mars, Uranus, Venus and Saturn, will be visible—weather permitting.

He said the picnic's a family affair and is open to all Convair families in addition to astronomy club members.

Work parties on the club's observatory have been scheduled for June 13, 17 and 20.



EAGLES—Here are enthusiastic youngsters who call themselves the Eagles. Manager is Coy Spinson.



Junior Horsemen to Participate In Horse Show Planned June 20

Another junior horse show for youngsters 18 years and under will be held June 20, Commissioner Ralph S. Reade announced this week.

Reade said junior riders from all over the Fort Worth area have been invited to participate.

Heading the show this time is B. R. Williams of Dept. 81. Williams, as show director, has set up various events for those 13 through 18.

Youngsters will compete in western horsemanship, obstacle courses, reining, barrel racing, pole bending and potato racing.

There'll be special events in western horsemanship and pole bending for those who have never

won a first place trophy in any horse show before.

Williams said ribbons will be awarded for the first six places in each event and that trophies will be given to the winner of each class. There'll be a high point trophy presented to high point winner in each age group.

Prospective participants have been asked to contact the ranch area or CRA office for rules and entry blanks.

Dance Will Feature Miss CRA Contest

Miss CRA contestants will parade in front of judges at a dance planned by Commissioner Ike Pemberton for 8 p.m. June 20 at the clubhouse.

H. L. Carter, weight lifting commissioner, said Miss CRA applicants can register for the contest until June 15 by contacting him at his home, ED 6-4701. Applicants will be judged on poise and looks alone.

Art Davis and his orchestra will play for dancing starting at 8 p.m. The Miss CRA contest will get under way at 9:30 p.m.

CRA Golf Tourney To Start Saturday

About 30 CRA golfers will tee off for their annual golf championship tournament Saturday at the Z. Boaz green.

They'll be at Worth Hills Sunday, at Rockwood June 20, and at Meadowbrook June 21.

Handicap strokes will be used in determining total scores in both championship and first flights.

CRA Area Closes All Day June 13

Convair Recreation Area will be closed June 13 to all employees except those specifically invited for a special all day event.

Employees eligible to attend will be notified. The area will open on regular schedule again on Sunday, June 14.

No Tournament Set For CRA Chess Club

Commissioner R. W. Wooten said this week there will not be a CRA spring chess tournament since so many Convair players participate in the City League.

He added that plans are being made for a fall tournament.

Is It News?

Is it news? Then grab a telephone and call Convairiety



PIRATES—Although they may not be as big as the Pittsburgh Pirates, these CRA players are just as "fired up." Manager is Levi Ramsey.



YELLOW JACKETS—CRA's Little League Yellow Jackets can buzz right through almost any game without difficulty. Group is managed by R. B. Smith.



INDIANS—T. A. Middleton and Indian team can be pretty rough out on diamond, especially when players are on the war path.



PANTHERS—Manager is T. O. Morrow. They may not look as fierce as a panther, but they can scare up a few home runs if given a chance.



HUSTLERS—K. A. Tuggle, manager of Hustlers, says his team can be almost "supersonic" when it lines up behind the bat.

Over 90 Youngsters Playing CRA Little League Baseball

Over 90 youngsters 12 years and under are out for Convair Fort Worth's six Little League Baseball teams.

Teams include Panthers, Eagles, Hustlers, Indians, Pirates and Yellow Jackets.

Managing Panthers is T. O.

Morrow, and Coy Spinson is in charge of the Eagles. K. A. Tuggle is Hustlers manager, while T. A. Middleton corrals the Indians.

Levi Ramsey is manager for Pirates, and R. B. Smith for Yellow Jackets.

Activities Calendar . . .

Convair Recreation Association events in the next two weeks are listed below. Readers interested may clip this column and save it for reference until next issue of Convairiety. For more information, phone CRA office, ext. 2771 at Fort Worth, ext. 424 at Daingerfield.

Fort Worth

Tonight, June 10

ASTRONOMY: work parties, 7:30 p.m., CRA.

CAMERA: program by photography class, 7:30 p.m., CRA.

RANCH ACTIVITY: calf roping, 6-8 p.m., ranch area, CRA.

SOFTBALL: engineering league play, 7 and 9 p.m., CRA.

Thursday, June 11

ARCHERY: shoot, 7-10 p.m., archery range, CRA.

ART: class, 7-10 p.m., CRA.

RADIO: operating night, 7:30 p.m., CRA.

RANCH ACTIVITY: riding class, 4:30-5:30 p.m., ranch area, CRA.

SOFTBALL: second shift league play, 10:30 a.m.; engineering league play, 7 and 9 p.m., CRA.

SQUARE DANCING: classes: beginners 7 p.m.; advanced 8:15 p.m., CRA.

Friday, June 12

BRIDGE: class, 10 a.m.; duplicate session, 7:45 p.m., CRA.

RANCH ACTIVITY: cutting, 6-8 p.m.; roping 7-9 p.m.; ranch area, CRA.

SOFTBALL: Convair league play, 7 and 9 p.m., CRA.

Saturday, June 13

ASTRONOMY: work parties, 9 a.m.-2 p.m., CRA.

BOAT CLUB: outing and cruise, Benbrook.

RANCH ACTIVITY: riding classes, 9 a.m., ranch area, CRA.

Sunday, June 14

RANCH ACTIVITY: cutting, 4-6 p.m.; roping 6-8 p.m., ranch area, CRA.

Monday, June 15

MOVIE: "Day of the Badman" with Fred MacMurray. Shown lunch period, 50-foot aisle.

Tuesday, June 16

RANCH ACTIVITY: cutting, 6-8 p.m., ranch area, CRA.

SOFTBALL: Convair league play, 7 and 9 p.m., CRA.

SKIN DIVING: meeting, 7:30 p.m., CRA.

STAMP: mixture picking and stamp trading, 8 p.m., CRA.

Wednesday, June 17

ASTRONOMY: lecture meeting, 7:30 p.m., CRA.

BOAT CLUB: meeting, 7:30 p.m., CRA.

BRIDGE: duplicate session, 9:30 a.m., CRA.

RANCH ACTIVITY: calf roping, 6-8 p.m., ranch area, CRA.

SOFTBALL: engineering league play, 7 and 9 p.m., CRA.

Thursday, June 18

ARCHERY: shoot, 7-10 p.m., archery range, CRA.

ART: class, 7-10 p.m., CRA.

RANCH ACTIVITY: riding class, 4:30-5:30 p.m., ranch area, CRA.

SOFTBALL: second shift league play, 10:30 a.m.; engineering league play, 7 and 9 p.m., CRA.

SQUARE DANCING: classes: beginners, 7 p.m.; advanced 8:15 p.m., CRA.

Friday, June 19

BRIDGE: class, 10 a.m.; duplicate session, 7:45 p.m., CRA.

RANCH ACTIVITY: cutting, 6-7 p.m.; roping, 7-9 p.m., ranch area, CRA.

SOFTBALL: Convair league play, 7 and 9 p.m., CRA.

Saturday, June 20

ASTRONOMY: work parties, 9 a.m.-2 p.m., CRA.

Sunday, June 21

MODEL AIRPLANE: control line contest, 1 p.m., Forest Park.

RANCH ACTIVITY: cutting, 4-6 p.m.; roping 6-8 p.m., ranch area, CRA.

Monday, June 22

MOVIE: "The Far Country" with James Stewart. Shown lunch period, 50-foot aisle.

Tuesday, June 23

GARDEN CLUB: meeting, 7:45 p.m., Garden Center.

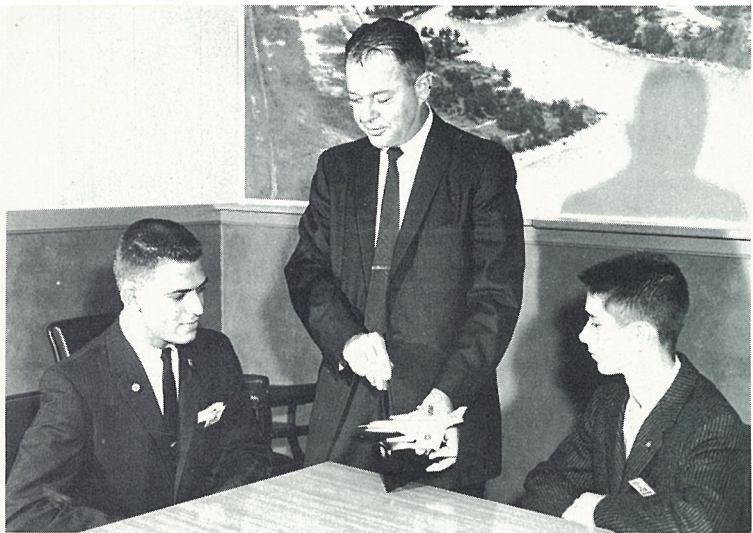
RANCH ACTIVITY: cutting, 6-8 p.m., ranch area, CRA.

SOFTBALL: Convair league play, 7 and 9 p.m., CRA.

TABLE TENNIS: play, 7:30 p.m., CRA.

Wednesday, June 24

BRIDGE: duplicate session, 9:30 a.m., CRA.



SONS' SCHOLARSHIPS—Frank W. Davis, center, Convair Fort Worth Division manager, points out B-58 technical aspects to Convair Sons Scholarship recipients Theron Ray Arrington (left) and Stephen Gail Johnson.



SURVEY TEAM—Center, left to right, S. E. Kelly, Air Force chief quality control, and J. Y. McClure, Convair Fort Worth manager of quality control, give visiting members of Air Force San Antonio Air Materiel Area survey team close look at B-58 Hustler.



HOOSIER HUMOR—Division Manager Frank W. Davis, left, gets chuckle from comedian Herb Shriner, who's trying to compare something "back home in Indiana" with Convair Fort Worth facility.

Harwell Heads Gen. Accounting

Ray Harwell assumed duties as manager of general accounting at Convair Fort Worth this month upon resignation of Wallace Jay.

Harwell, who joined Convair as an accounting clerk, is a Convair veteran whose service dates back to 1942 shortly after the Fort Worth plant opened.

He was supervisor of billing (9-3) before taking the new position.

Jay had been in the accounting department since joining Convair in 1951. He became manager of general accounting in 1955. He left Convair to join a Fort Worth financial firm.

Harwell was an accounting major and graduated from Southern Methodist University. He did graduate work at La Salle University in Chicago and also has studied at Texas Christian University.

He held accounting positions with firms in Fort Worth and Dallas before coming to Convair.

Is It News?
Call Convairiety

Vast Store of Loot Gathered by 'Train'

(Continued from Page 1)

even more extensive than our pickup shows," said Lee.

"Most departments, after taking a look at unneeded items employees turned in, found that they could use many of those items in other operations. And every item used in this fashion means that the departments did not have to order items which Convair otherwise would have to buy."

The de-hoarding effort was planned by the committee coordinating the plantwide cost reduction promotion effort for the past seven months. Members of the committee include Middleton, Mel Gross of graphic reproduction services and a Convairiety staff member.

Fire Victims Say 'Thanks'

(Continued from Page 1)

Beal was sharing his room with J. J. Strittmatter of Dept. 75.

"I, too, certainly have appreciated all the help that's been given to us since then," Strittmatter added.

Next door to the Beal and Strittmatter room were J. B. Kaufman of Dept. 75 and B. W. Gresham of Dept. 63. Both are home now.

"Would like to thank all of the people who dropped in to see us," Kaufman said. "Visitors really help to break up a long day in the hospital."

Kaufman added that he was especially pleased with the way Convair handled things at the plant dispensary and at Harris Hospital.

"We certainly are grateful to all at Convair for their thoughtfulness and kindness shown."

Roland Gagne of Dept. 75 was by himself in a room across the hall from the others. His roommate, D. L. Ingram of Dept. 74, went home a day before the Convairiety interview.

"I've appreciated all of the people who have been willing to help us since the accident. You just don't know how many friends you've got until you're in a situation like this," said Gagne.

Ingram, who's back to work now, said he was most appreciative for all of the kindness shown him while hospitalized.

S. A. Cauthen of Dept. 75 also expressed his thanks for all of the calls and flowers. Doctors at Harris say his condition is improving.

All the men except Cauthen were due to be released from the hospital by this week.

Convair to Observe July 3 as Holiday

Inasmuch as July 4 falls on a Saturday this year, the preceding day, Friday, July 3, will be observed as a holiday at all Convair divisions and facilities.

Douse Lights When Not Required, Watchword in Utility Savings

A plea for employees and supervisors to douse the lights when they're not needed went out this week from C. C. Allen, assistant factory manager at Convair Fort Worth.

"We made a good bit of progress in reducing our electricity usage in the first quarter of this year," Allen reported. "And with a bit more attention, we can save added thousands of dollars."

"Of course, no one suggests turning off lights or power when they're needed to do our jobs. We want light aplenty for that. But we don't want lights burning or equipment running when they are not needed—any more than we'd want to run up our light bills unnecessarily at home."

Total cost for electricity, fuel and water in the first quarter this year was a whopping \$18,579 under budget—and \$3,844 under the 1958 average cost for three months.

Nevertheless, the huge Convair plant still pays an average of about \$4,100 for these items on every working day.

Allen, plantwide monitor for cost reduction in utilities, says



FAT CHECKS—W. E. Doom, right, of Convair Fort Worth's Dept. 4, accepts five checks totaling \$1,541.50 from S. E. G. Hillman, manager of material, for his latest Employee Suggestion.

Employee Suggestion Award Of \$1,541 Goes to W. E. Doom

A fist full of checks totaling \$1,541.50 were handed to Convair Fort Worth's W. E. Doom of Dept. 4 for his latest Employee Suggestion.

The checks were presented to Doom in a brief ceremony by S. E. G. Hillman, manager of material.

His suggestion will save the company \$15,415.

Doom's prize-winning idea urged that the company sell obsolete and surplus canopy ejection

cylinders for the F-102 program to the Air Force for spare parts.

Other top Convair Fort Worth employee suggesters with recent "fat checks" include T. W. Eakin of Dept. 25-4 with a \$6,296 savings; G. T. Teague of Dept. 27 with a \$1,691 savings; and H. T. Boswell of Dept. 74 with a \$1,496 savings. E. S. Beckwith of Dept. 82 turned in an approved idea for a \$1,085 savings.

Employee suggesters receive up to 10 per cent of savings.

New Alignments for Engineering Dept. Will Shorten Lines of Communication

Realignment of engineering department sections was announced last week by R. H. Widmer, chief engineer.

Purpose of the changes, he said, is to broaden the chief engineer's span of control and to shorten lines of communication.

"The power of the department lies in our people and how effec-

tively individual groups of talent work with each other and with other employees," said Widmer.

The new lineup has more sections reporting directly to Widmer and to H. W. Hinckley, assistant chief engineer.

The nuclear program remains under A. Kalitinsky, and the B-58 flight test program continues under N. B. Robbins.

Reporting directly to Widmer is W. C. Dietz, chief of B-58 projects, and D. R. Kirk, special projects.

Reporting to Widmer through Hinckley are design engineering headed by L. H. Moffatt, engineering tests, headed by H. K. Growald, structures headed by E. H. Watts, service engineering headed by G. B. Clayton and miscellaneous projects headed by O. Wehmanen.

Also reporting directly to Widmer are R. E. Adams, advance design; E. B. Maske, aerospace technology; and J. E. Goode, electronic and flight control systems.

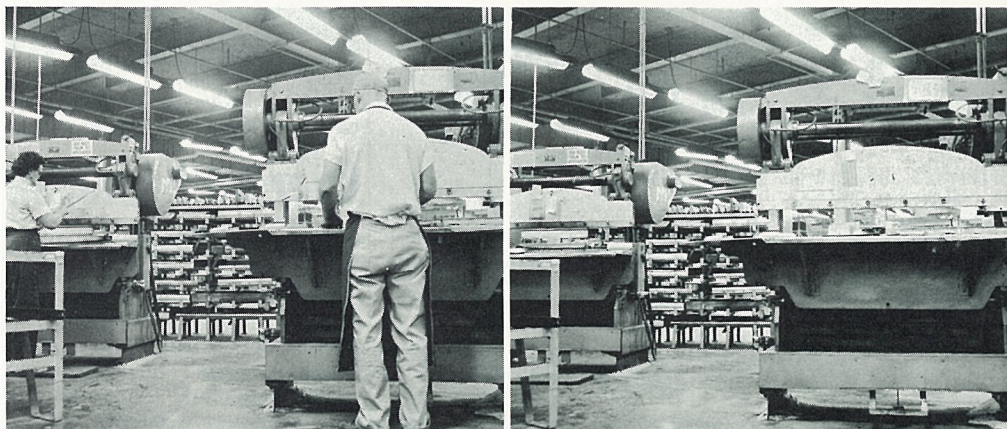
Administrative functions continue the responsibility of R. H. Schwarz, assistant chief engineer-administration.

Fellowship Money Will Total \$4,000

(Continued from Page 1)

engineering administrator, personally went to Louisiana and Oklahoma to award the fellowships on behalf of Convair to Babineaux, Blanchard and Noyes.

Ellis said that all the winners will be trying for their master's degrees with the exception of Cresci, who'll be seeking his Ph.D.



A LIGHT MATTER—Plenty of light is advisable for such precise work as is being performed at left by Mrs. Mark Parks and M. J.

Martin of FW Dept. 31. But when no one is in area (as in center above), lights merely run up bills. Shut them off (far right).



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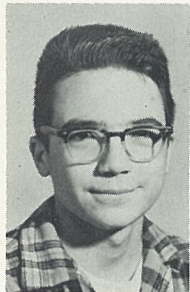
SAN DIEGO, POMONA, ANTELOPE VALLEY, VANDENBERG AFB, CALIF.

AFMTC, CAPE CANAVERAL, FLA., FORT WORTH, TEX.

Held for 15 Years

Money Convair Folk Donated in 1944 Will Send Slain Flyer's Son to College

A 15-year-old Ohio youth soon will enter college — thanks to \$2,881 in cash Convair Fort Worth employees pasted on sides of a B-24 Liberator bomber as it went down the assembly line 15 years ago.



James Adovasio

The story started early in 1944 when employees began plastering money on the airplane. Just exactly why they did is a little obscure at this point, but apparently it was a spontaneous gesture that snowballed.

When the B-24 came to the end of the line 15 years ago the money was gathered together and sent to the B-24-equipped 564th squadron of the 389th Bombardment Group, then called "one of the hottest squadrons in the European theater."

A part of the money was spent on a squadron dance. The balance the squadron decided to send to the widow of Sgt. James A. Adovasio, killed in combat. It was to be held for the education of his son, then less than a year old, James Michael Adovasio.

From that time to this everybody forgot about the matter. Everybody except Joseph Boult,

a former employee who was in plant engineering in 1944. (His son is Thomas E. Boult currently of Dept. 27-7) Boult recently inquired of G. W. Couch of engineering test lab as to what happened to the boy.

A Convairiety inquiry located Mrs. Adovasio in Youngstown, Ohio, where her son James is an honor student at Cardinal Mooney



BACK IN '44—This was page one of Convair Eagle, FW Division publication in 1944. It included photo of money-pasted B-24. Photo is at bottom. Article is below headline at upper right. With good eyes, you can read headlines of 1944.

High. In recent state scholarship tests, he placed fifth in the school's division, and ninth in the state in world history.

He hopes to attend an archeological institute to prepare for a career.

James is active in debating and sports, especially swimming, ice skating, basketball and baseball. He is an Explorer Scout.

Wrote Mrs. Adovasio: "James and I again want to thank Convair employees for their generosity. The money has been kept, and will be of great help in furthering his education."

Classes in B-58 Systems Begin

Seven new classes for 110 people are due to get under way today, June 24, in Convair Fort Worth's comprehensive training program for Air Force B-58 personnel.

Representatives from Air Training Command, Strategic Air Command, San Antonio Air Materiel Area, Warner Robbins Air Materiel Area and Air Research and Development Command will attend.

Purpose of the courses is to familiarize Air Force people with the B-58 so they may return to bases to instruct crews which will operate, service and maintain the aircraft.

"The classes are a vital link in our B-58 program," said H. C. Anderson of personnel department's educational services section.

"With the advanced systems in the B-58, it is more important than ever before that Convair give the Air Force all the information and know-how at its command."

Classes will be taught in Convair classrooms in these subjects: aircraft mechanics, aircraft electrical, ground support equipment, fuel system repair, fire control, bomb navigation system, passive defense.

Employees Reminded Of 31-Day Ruling on Insurance Physicals

A reminder that employees themselves have certain specific responsibilities to assure proper and adequate Convair group insurance was issued this week by T. G. Croft, Convair Fort Worth chief of employee services.

"We want to remind employees of certain insurance rules," said Croft, "so they may make sure they obtain full benefits."

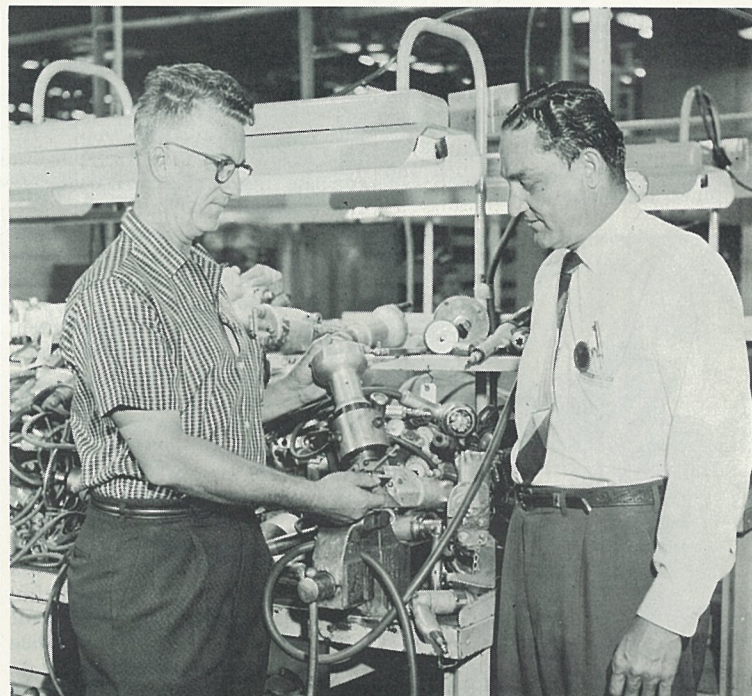
An employee may take insurance on himself and dependents upon employment or at any time within 31 days after that without physical examinations. After 31 days, physical examinations are required.

If an employee has dependent coverage on his wife at the time a child is born, the child is automatically insured after 60 days.

But if the employee has no dependent coverage, he has 31 days after the child is 60 days old in which to add the child to his insurance without a physical examination. A physical, however, is required to add his wife or other children.

If a single employee marries, he has 31 days to insure his dependent without a physical. A marriage certificate must be presented to the insurance section in employee services.

(Continued on Page 8)



\$10,000 WORTH—Tool service people estimate that collection being examined by J. E. Bobbitt (left) and J. E. Matthews would cost approximately \$10,000 to replace. Tools are only part of equipment gathered in recent de-hoarding drive.

ES and CIP Saving Hits Half Million For First Half '59

More than a half-million dollars in savings have been chalked up by employees in less than the first six months of the year at Convair Fort Worth this year.

The half-million-dollar figure is the result of approximately 300 installed Employee Suggestions and 67 installed Cost Improvement Proposals.

Installed ES savings add up to \$154,473. Installed CIPs total \$431,462.

"Installed ES and CIP savings are at approximately the same level as this time last year," said M. J. Scott of the suggestion section.

"But our potential for the year is much higher, since we have at this time many, many more ESs and CIPs in process than at this time last year. We've already received almost four times as many ESs and CIPs this year."

Included in the CIP total is more than \$173,000 racked up by six men. Because each of the six CIPs totals more than \$25,000 individually, these men qualify as candidates for the President's Award.

The President's Award is presented annually to the man at Convair whose cost reduction record is judged most outstanding. All others who qualify as candi-

dates for the award receive gold cufflink and tie sets.

The men are: E. J. Roberts, Dept. 25, \$30,914 savings; Jim Weinstein, Dept. 24, \$26,440; R. D. Long, Dept. 19, \$26,439; E. L. Tucknies, Dept. 58, \$30,321; J. R. Ewen Sr., Dept. 27, \$29,628; and R. P. Johnston, Dept. 22, \$29,407.

According to Scott, 1,857 ESs and 618 CIPs have been received this year.

In one week more than 50 awards were approved—a near record amount.

Daingerfield Bond Buying Rate Rises

Convair Daingerfield employees are buying bonds at the rate of \$134,710 a year, J. E. Arnold, manager, said this month.

During the recent U. S. Savings Bond Drive, participation increased from 51.35 per cent to 62.02 per cent.

Average weekly deduction per bond buyer is \$12.14.

MASON LANKFORD GETS GOLD MEDAL

Mason Lankford, Dept. 28 man, has been presented with a gold medal in recognition of his services as president of the State Firemen's and Fire Marshals' Association of Texas.

Twenty-Six Fort Worth Men Receive SMU Master Degrees

Twenty-six Convair Fort Worth men were awarded master of science degrees this month from Southern Methodist University.

In addition, 13 received bachelor of science degrees.

Most of the men participated in the Convair-SMU college study program.

Those receiving masters of science in nuclear engineering were: Joseph Levine, Hibbard Forsyth, Rodney French Jr., John Humphries, James Kennedy, Leonard McCleary, William McMullen, Lucian Morgan, Vernon Pierce, Charles Schaedel Jr., Z. R. Wolanski.

Masters in aeronautical engineering: John Gallagher; in civil

engineering: Eldon Lindimore; in electrical engineering: Doyle Colup, Charles Moser, William Botton, Richard Bean, Chester Hardy, Ashley Welch.

Masters in mechanical engineering: William Johnson, Wayne Ball, Thomas Flock, John Mayers, Will Ransom, Hubert Skembare, and Charles Whitehurst.

Those receiving bachelor of science degrees in electrical engineering: James Carver Jr., Freddy Denke, Donald Koshi, Edward Webber; in mechanical engineering: Christopher Elkins, Lloyd Kerns, Billy Lowrey, Aubrey Martin, Richard Murray, Gerald French, Gary Goodman, Clifford Moore Jr., Louis Smith.

Mobile Flight Control Device Will Do 700 Tests in an Hour

A new piece of electronic wizardry that enables engineers to "fly" B-58 flight control systems on the ground is now being checked out at Convair Fort Worth.

And eventually the mobile flight control tester will be able to knock off as many as 700 tests on the flight line in an hour, compared to about 16 hours the tests consume now.

"Besides reducing the time required to prove B-58 flight control systems ready for flight, the new equipment will relieve employees of the tedious task of making hundreds of readings," said Fred R. Liggitt.

Liggitt is overall project coordinator for the design and procurement effort which resulted in the equipment.

Said W. H. Davis of subsystems procurement:

"The Air Force in 1957 asked us to come up with a piece of

test equipment which could check out the flight control system quickly and predict successful tactical missions."

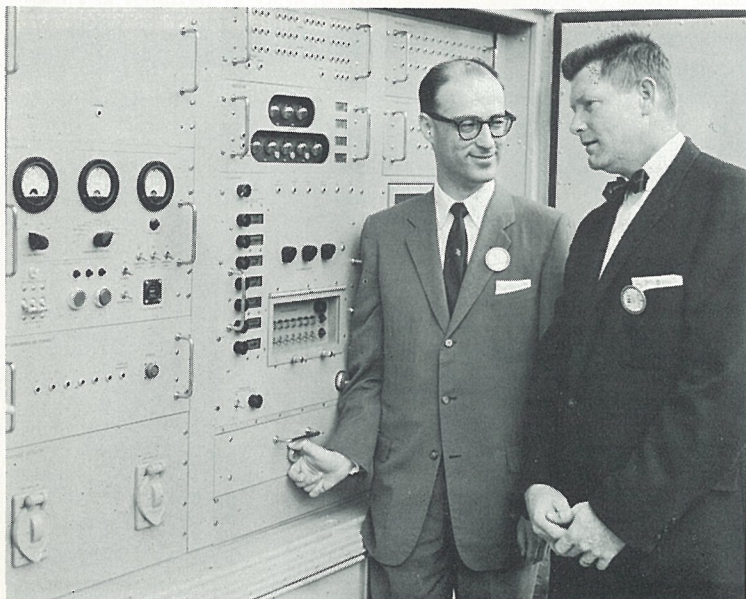
So Davis, Liggitt, Idan Seale of engineering systems operations, R. G. Kisler of service engineering, and engineers from various design groups teamed up with Eclipse-Pioneer Division of Bendix Aviation Corporation.

Convair people negotiated with Eclipse-Pioneer to establish the requirements. M. J. Schentes was given the job at E-P to head design and follow production to completion.

The unit, first of its type in the nation, arrived at Convair Fort Worth in June. It went immediately into an extensive test program. Tests are being conducted by Convair systems operations and test lab people, with support of E-P personnel.

"Test results thus far have

(Continued on Page 8)



MAGIC BOX—W. H. Davis, right, and M. J. Schentes examine newly arrived electronic test box which can check out B-58 flight control operations on ground in matter of minutes. Test previously took better part of two shifts.

Quiet 'Nests' Prepared For 880 Passengers

Passengers aboard Convair 880s will be riding in "nests" of "cotton" padding when the jet transports go into actual service next year.

Over 1,000 pieces of fiber glass, of all shapes and sizes, are being tucked into the interior of each 880 to protect passengers from noise generated by engines and other of the plane's operating systems.

More than 600 different shapes of fiber glass batts wrapped and stitched into plastic fabric covers



880 "PADDING"—From left, Dorothy McEwen, Bee Farmer, and Mary Lou Samarron, all of Convair SD Dept. 138, fit fiber glass sound-proofing material into 11th forward fuselage section.

are clipped to the plane's frames and laced in with nylon cording. The pieces range in thickness from one to four inches, and in size from six inches square to the large 14-ft. long by 20-in. wide pieces that are shaped to fit around each of the 88 windows.

The sound-proofing material is installed in each major section of the 880—the forward nose fuselage, tail, overwing barrel—as they are being built. Depts. 138, 139, and 146 are each responsible for the installation of each section's sound-proofing before they go into mating. The joints between the sections are sound proofed after mating by Dept. 148 in major mate.

"We find, in our department, that women are better at fitting in the sound-proofing pieces than men," said C. M. Bradley, Dept. 138 foreman. "The girls are experts at installing the numerous shapes and sizes of batts and lacing them securely into the proper places."

Fiber glass pads are placed between the skin and any installations to go into the plane before the structural tie-ins are made. For instance, in the forward fuselage, specially-shaped batts are laced into locations to serve as backings for the radio rack, electric rack, flight engineer's panel, and underneath the cargo floor.

Four vendors supply the fiber glass sound-proofing material, cut to shape and fitted to Convair SD's specifications—H. I. Thompson Fiber Glass Co., Seaman Products, En-Fab Co., and Johns Manville Co. Any alterations made necessary by change in engineering design are made in Convair SD's tubing and fabric department.



SUBMERGED—Convair 880 fuselage goes under water in giant hydrostatic test tank at SD seaplane ramp as pressure cycling begins to test wear and tear equal to 50,000 flights. Divers will evaluate damage during testing.

'Balloon' Antenna Assemblies To Serve Detection System

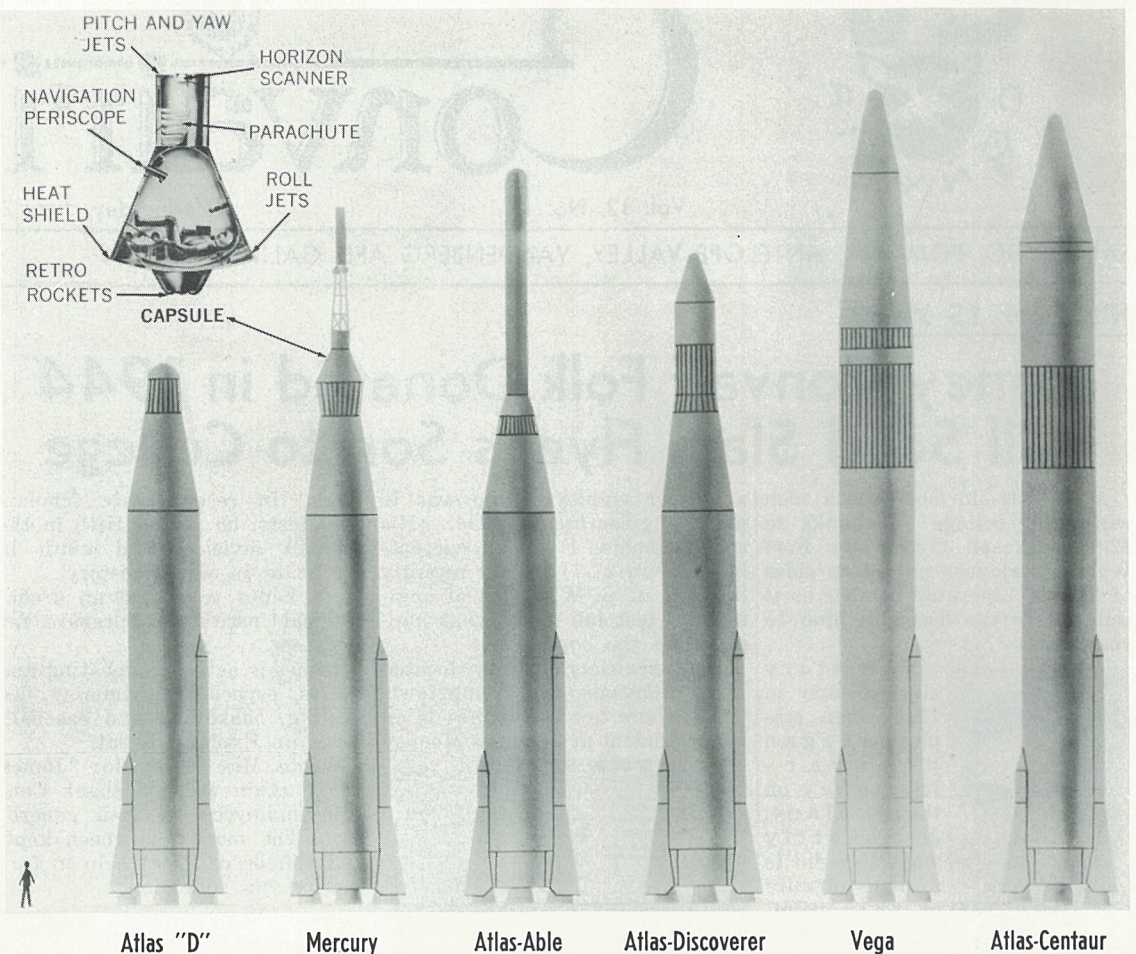
Huge balloon-like objects are being tested by Convair SD electronics section as part of its responsibility in furnishing antenna assemblies for an Air Force detection system.

Convair San Diego is acting as subcontractor for its sister division of General Dynamics Corporation, Stromberg-Carlson, in the design and development of 15 assemblies for the Rome Air Development Center, Rome, N. Y. The project is known as GPERF (Ground Passive Electronic Reconnaissance Facility).

The assembly consists of antennas housed in air-inflated radomes which are bolted to steel towers. The large radomes, looking like flat-bottomed balloons,

are made of dacron coated with Hypalon, a synthetic-type rubber sizing. They range in size from over 11 ft. to 44 ft. in diameter.

The towers and antennas are being built in the Convair SD plant while Muehleisen Mfg. Co. of San Diego is constructing the radomes.



Atlas, Space Age Wheelhorse, to Power Five Different Exploration Projects

A real "Sunday punch" in the field of space explorations is being readied by Convair in the form of five members of the Air Force Atlas "family" of space vehicles.

Each of these has been assigned a specific task. And each has a common trait in that the Atlas ICBM, now in production, provides the initial or booster power thrust to send it along its journey toward space.

Convair Astronautics, builder of the Atlas, is now at work on all five programs.

Actually, it can be said this Atlas family contains six members, rather than five. The Atlas has already proven its ability to boost itself into orbit without the use of additional rocket stages.

(Astro has outlined a proposed Project Outpost which would utilize this trait. An empty Atlas tank in orbit would be outfitted for living and working quarters for men who would conduct preliminary studies of life in space.)

There is little doubt that the Atlas is slated to become the wheelhorse of the early space age, due largely to its connection with the Convair family of space vehicles. At least four "firsts" are now slated for the Atlas space vehicles.

One first, quick to capture the imagination of all, is Project Mercury (Atlas/Mercury), the program to put the first manned U.S. satellite in orbit.

It consists of a capsule (McDonnell Aircraft) roughly conical in shape, approximately seven feet across the base and 10 feet high. Atlas will boost the capsule into orbit at an altitude of

100 to 150 miles for up to 24 hours. Retarding rockets and parachutes will enable the capsule to return to earth after that period.

Vega is a multi-stage rocket slated to become the first U.S. space vehicle in the "medium energy" class. Coupled with Atlas will be a second stage, also Convair-built; and a third stage provided by Jet Propulsion Laboratory. Vega will be able to put a 5,800-lb. weather satellite in orbit 300 miles above the earth or to send a half-ton payload to the moon. Vega also could put a 740-lb. experimental communication relay into the 22,000-mile or "24-hour" orbit.

Project Centaur (Atlas/Cen-

taur) will become the first U.S. space vehicle in the "high energy" class.

As such it will be capable initially of putting five-ton payloads into satellite orbit or sending 2,000-lb. payloads to the moon. Centaur is made up of an Atlas, plus a Convair-built upper stage of the Atlas type. The upper stage uses the first U.S. liquid hydrogen rocket engine (Pratt & Whitney). If needed, a third stage (similar to Vega's) can be adapted for additional capabilities.

Project Discoverer (Atlas/Discoverer) will orbit instrumented payloads in polar orbit. It involves an Atlas booster, plus a second stage being built by Lockheed Aircraft.

Atlas/Able 4 consists of an Atlas booster, plus four additional stages to be fired into interplanetary space.

Atlas boosters for Vega and Centaur are being modified by building tankage sections a uniform 10 feet in diameter in lieu of tapered forward ends, as used with the ballistic missile.

Convair FW Men IRE Officers

Three Convair Fort Worth men were elected to key positions in the Fort Worth section of Institute of Radio Engineers this month.

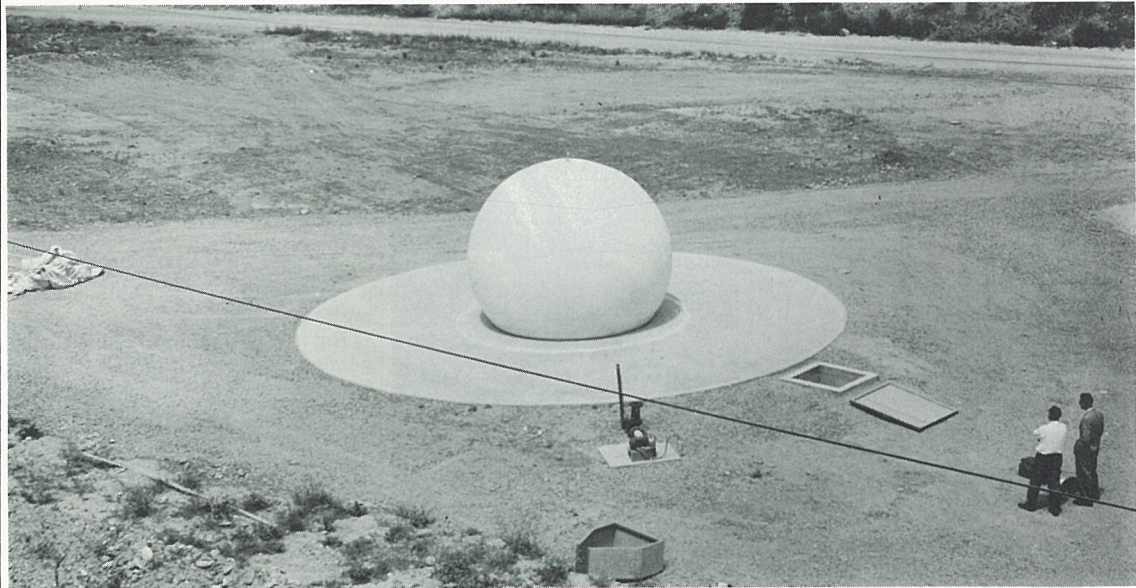
Named were: Graham H. Robertson, chairman; Felix Quirino, vice chairman; and W. D. Raymond, secretary-treasurer. All are in Dept. 6.

At the final meeting June 5 at Ridglea Country Club, Jorman I. Koski, 1959 chairman, commended members for their work in forming two new professional group chapters.

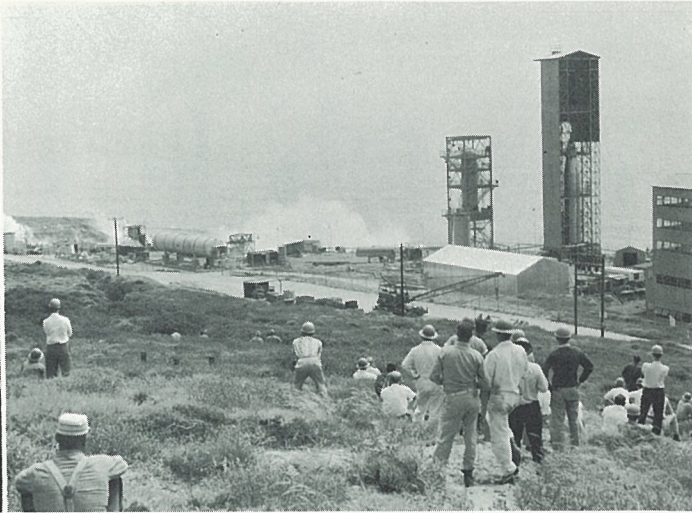
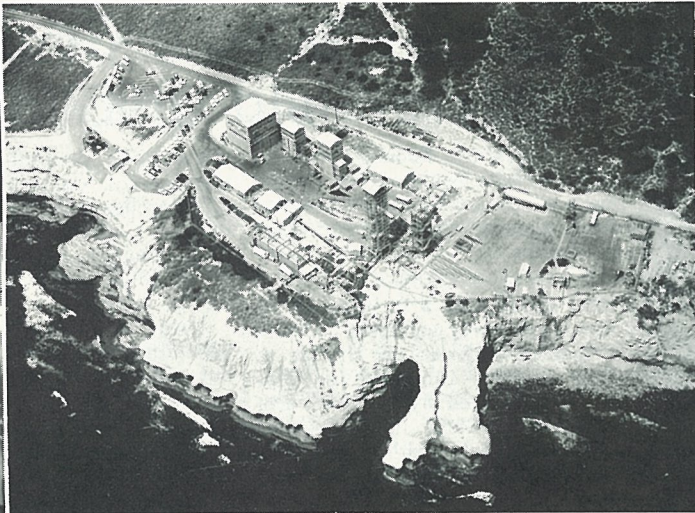
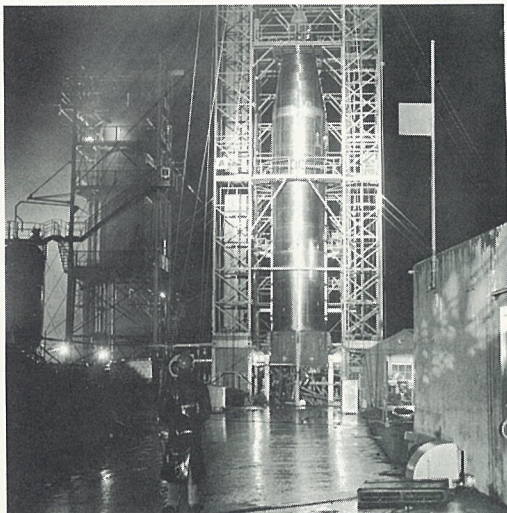
Mel Gordon and Quirino were instrumental in organizing chapters in reliability and quality control and radio frequency interference. The latter is the first of its kind in the United States.

Association to Hear SD Patent Attorney

Robert O. Richardson, Convair patent attorney, will address the San Diego Patent Law Association tomorrow night (June 25). With slides and recording tape as aids he will trace the history of a patent application through the U.S. Patent Office from rejection by the examiner and Board of Appeals to a favorable decision by the U.S. Court of Customs and Patent Appeals.

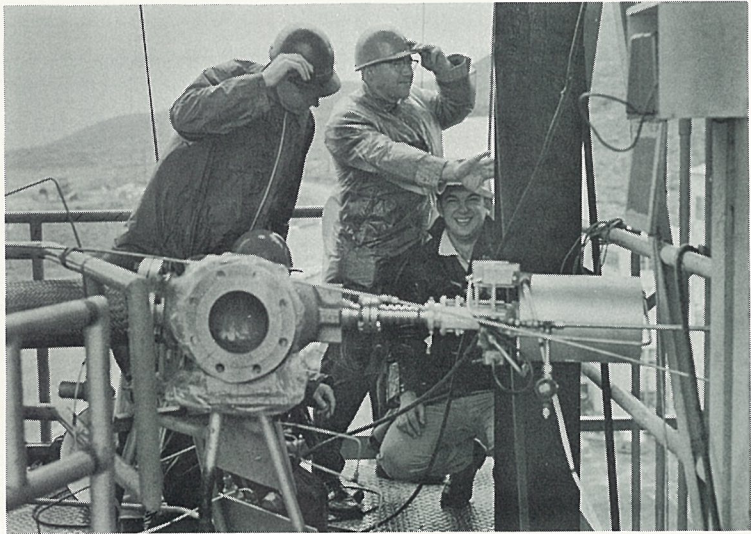


LISTENING POSTS—Huge 160-in. balloon-like radome, part of detection system being developed by Convair SD for Stromberg-Carlson, being inflated for testing. Convair San Diego men responsible for radome design are Dalton Bell and R. W. Quint of electronics section (Dept. 6-70).



ALMOST DOWNTOWN—Point Loma is oldest, but least known, of Astronautics test sites for AF's Atlas missile. Center is general view showing buildings at site,

plus Pacific coastline. At left is rainy night shot of fuel tests. Certain tests require evacuation of personnel (right) who watch smoke rise from nearby hillside.



HOLD YOUR HAT—Wind and rain lashing in over Pacific provide ideal elements for special tests. They also cause Joe Dudash, M. H. Greenspan and Lon Jordan to clutch their hard hats as they work high atop tall fuel flow test tower.

Point Loma 'Granddaddy' Of All Astro Test Bases

BY BRYAN WEICKERSHEIMMER
Convairity News Editor, Astronautics

If you want to bake, broil or freeze; drop, immerse or squeeze; shake, rattle, pound, pull or merely test to destruction missile parts, systems or components; then Astronautics has the equipment for it.

Chances are, this equipment is now on hand or can be set up at Astro's Point Loma test site near San Diego.

Point Loma has long been Astro's "silent" member among test bases. Little has been written about it. However, it is the "granddaddy" of them all in age. In December, 1953, Convair leased the 50-acre site from the Navy. Activation came in October, 1954.

(Convair missile testing on Point Loma actually dates back to 1947 when static tests on Convair's ICBM research rocket, the MX-774, were conducted on a 13-acre site north of the present installation.)

Perched on a shelf just above the Pacific, the test site is surrounded (outside the security fences) by a brush-covered area. A single road provides access. Although the site is readily visible from the ocean side, special effort is required to view it from the ridge of Point Loma.

These windswept reaches have long been a boon to Astro men performing special wind and rain tests. When these climatic conditions occur, there are usually Astro men braving the elements.

Point Loma is a branch of the engineering test laboratories at Astro and as such fall under the supervision of R. S. Campbell, chief of test labs. R. C. Hinck, group engineer, is in charge at the site.



"Who do I see about losing my wife?"

However, individual tests are set up and conducted by test engineers from such groups as systems, components, instrumentation design and other labs. Dept. 756 contributes the main work force and performs most of the mechanics of preparing for tests. Foreman J. D. Jones heads this group. Many other departments have representation among the 160 employees assigned there regularly.

Point Loma is virtually all "male." No women are assigned there. The feminine element revolves around a daily visit by a plant nurse and an occasional visit by a woman engineer.

Tests performed can involve complete missiles, although most effort is involved in component and sub-assembly tests. Test specimens may be straight from the assembly line or may be "one of a kind" items. They can also be missile parts from other test bases. For instance, Atlas missile tanks now being tested in one installation came from a missile previously static tested at Astro's operation at MSTC, Edwards AFB.

Duration of tests vary from a few seconds to more than a month. Some call for an around-the-clock vigil, although normal operations at the site are conducted on a two-shift basis.

Remoteness of the area is one of its key assets. Some tests considered potentially dangerous call for evacuating the area. Crews watch from vantage points along nearby slopes or a reinforced concrete blockhouse.

Campbell this week voiced high praise for those who man Point Loma.

"We have much standard test equipment available," he said. "But some items we need just can't be purchased. When this happens our people build what they need, showing great originality."

"I know of few occasions when results weren't forthcoming on schedule," Campbell added.

(Point Loma's unique new environmental chamber, which can accommodate an entire AF Atlas missile, will be covered in a later story.)

Novel 'Aerial Photograph' System Used to Design B-58 Crew Stations

Unique to the aerospace industry is Convair Fort Worth's system of three dimensional measurement used to design crew stations for the B-58 Hustler and produce refinements.

Called "photogrammetry," the new method was developed by Convair engineers after the idea was batted around at Wright Air Development Command. Actually it works much like aerial photography.

Jack Chaffee of the human factors group said it is important in crew station design for engineers to know the exact amount of movement a man can make efficiently from any given position. For instance, they need to know how far the right or left hands can move to reach controls.

To achieve this and to have a permanent record of data, Chaffee and the human factors group with an assist from photo lab crews, applied the photogrammetric process.

Design engineers placed 211 different subjects physically representative of pilots and crew members, in a simulated B-58 station and started the cameras going.

Each subject—clad only in trunks in order that his movements could be pinpointed with precision—was "spotted" at numerous key points on his body with white discs.

Three studio type cameras, one above and two facing the subjects from different angles, were set up. All cameras recorded at

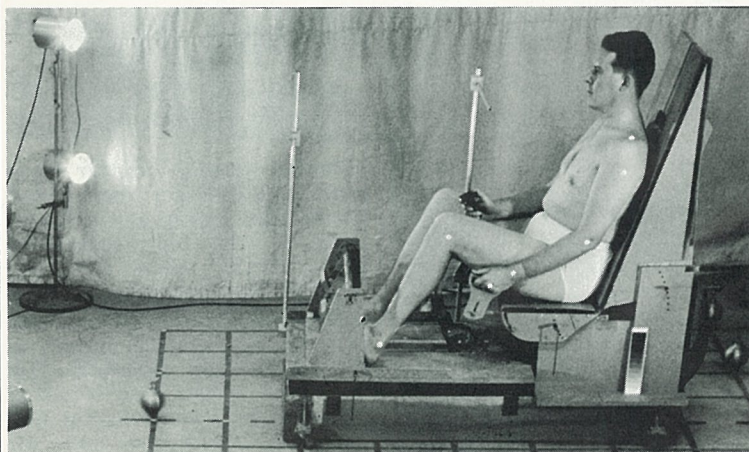
the same time.

The subjects, seated on a marked off grid area, were illuminated by six strobe units. Special wires were also used from floor to ceiling to help form the grid.

After the pictures were processed, precise measurements

were calculated by algebraic scale by plotting x, y and z to various grid points.

Not limited to development of the crew stations, engineers are now using photogrammetry in testing muscular strength to see how much force pilots put on controls in the supersonic Hustler.



HUMAN ELEMENT—"Model" sits in seat in photogrammetric measurements lab. Three cameras shoot from three different angles, recording limits of movement. Note white "dots" attached to subject. These enable engineers to plot measurements mathematically.

880 No. 1 Will Be Laid up For System Up-Dating

Both of Convair's jet transports now in flight test status have been away from home base during the past week.

Plane No. 1 spent last week-end (June 19-21) at North Island Naval Air Station on public display at the annual Navy Relief Benefit Carnival.

After returning to Lindbergh Field, No. 1 is back in its stability and control testing program. Piloted by Don Germeraad, chief engineering test pilot at SD, with W. D. Carrier, production flight pilot, as co-pilot, the first 880 will continue the current testing throughout the rest of this week.

Present plans are to put the plane on lay-up status next Monday for several weeks to bring it up to date with system changes which are intended as production configuration after they are proved out. After the recommended changes have been evaluated, flight test engineers expect the first completed 880 to be ready for FAA check-out on control systems.

The second 880 in flight test, plane No. 3, flew to Edwards AFB Monday of this week (June 22) to spend a week-and-a-half (until July 1) undergoing take-off and landing tests with John Knebel, engineering test pilot, at the controls.

The present desert testing is a preliminary workout for plane No. 3 before it is sent back to Edwards in mid-August for a six-week period of maximum weight performance tests in take-offs and landings. At that time, it probably will undergo FAA certification for that portion of the testing program with an FAA pilot flying the big transport.

Co-pilot with Knebel in recent flights has been A. P. Wilson of production flight. Both Wilson and Carrier are being checked out in the 880s in preparation for the time when they will be piloting one of the white and gold ships.

Ohman Checked Out in TF-102A, Transitional Trainer for B-58

Brig. Gen. Nils O. Ohman, commanding general of the 19th Air Division, Strategic Air Command, early this month received his delta pilot's credentials for checking out in a TF-102A at Carswell AFB, Texas.

The Convair-built TF-102A is being used as a transitional training aircraft in the current B-58 Test Force at Carswell. Before a pilot can be checked out in the B-58 he must complete six hours and ten landings in the TF-102A. One ride must be with a qualified B-58 pilot.

The TF-102 was chosen as a transitional aircraft to the B-58 because of its delta wing configuration as well as similar flight characteristics of the two

Convair planes. The B-58 Test Force is at present a joint ARDC and SAC operation with SAC slated to assume full responsibility for the program early next year.

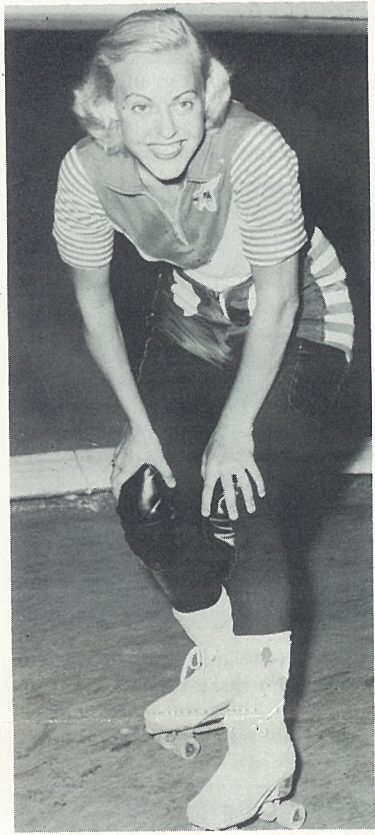
SAC pilots checked out in TF-102As so far are Col. R. E. Evans, commander of the 3958th OE&T Squadron, Lt. Col. A. W. Blizzard, Maj. T. E. Clodfelter, Maj. H. E. Confer, Maj. H. J. Deutschendorf, and Maj. J. W. Valentine. ARDC pilots checked out are Col. David M. Jones, director of the B-58 Test Force, Lt. Col. F. Finberg, Maj. L. W. Amos, Maj. E. E. Bradley, Maj. V. M. Kummel, Maj. K. K. Lewis, Maj. J. R. Phillips, and Maj. E. E. Jahnke.



CHECKED OUT—Brig. Gen. Nils O. Ohman, commander 19th Air Division SAC (second from right) receives certificate as proof of check-out in Convair TF-102A from J. S. McQuay, Convair SD field service rep. at Carswell AFB, Texas. Looking on is A. S. Wittich of Convair Fort Worth customer service at far left and Col. David M. Jones, B-58 Test Force director (far right).



COMING THROUGH—George Vogt of Convair SD flashes form of old that won him "most valuable player" award in professional Roller Derby competition in 1952. Vogt traveled to Europe and Australia as player and coach of some of top pro teams.



DERBY DARLING — Carole Vogt, now working in General Offices, combined charm with skating prowess to attain recognition in early '50s as one of top gal Roller Derby skaters.

Convair FW Counts 250 'Pro' Engineers

Four Convair Fort Worth flight test engineers are new members of the Texas Society of Professional Engineers, Frank Clayton reported this week.

They are: Donald R. Foreman, Raymond R. Hall, Gary D. Halton and Thomas L. McCutcheon.

Clayton, chief of plant engineering and a director-at-large of the organization, said approximately 250 Convair men are Registered Professional Engineers. Of these, more than 130 are members of the Texas Society of Professional Engineers.

Twenty-five Convair employees have received certification as professional engineers during 1959.



Perilous

Roller Derby Pro Recalls 'Maple Days'

A Convair SD man has literally skated his way around the world.

Before joining Convair three years ago George Vogt (Dept. 15-10) was player and coach of some of the top professional Roller Derby teams that ever "pushed maple."

For nine years Vogt was one of the highest priced players on the Derby trail. He performed with and coached such teams as the Brooklyn Red Devils, the Chicago Westerners and, more recently, the San Diego Clippers.

"The Roller Derby was big business," Vogt recalled last week. The salaries paid were commensurate with the risks involved. Average pay for a pro skater was \$9,000 a year, and the veterans got considerably more, in and around the \$17,000 bracket.

"I feel I earned every cent of what they paid me," Vogt said. "While skating I picked up a broken back, a broken jaw, a broken leg and an indefinite number of broken ribs."

For Vogt the Derby trail led to England, France, Australia and all over the U. S. "We were well received in England, in fact our stay was extended three weeks. In Australia, too, we were given a fine reception.

"But the biggest thrill in terms of crowd response was at Madison Square Garden in 1951 and '52. Both years, for seven days in a row, we attracted standing-room-only crowds of around 19,000. In those years it was an all-time high, consecutive run attendance record for the Garden."

The Roller Derby is a rough and tough game, Vogt said. "Sure, some color is added, skaters teeter off balance on purpose and a few of the spills are exaggerated but on the whole the sport is legitimate."

Vogt should know. In 1952, while with the Brooklyn Red Devils, he won the "most valuable player award," an honor similar to that given in the baseball world.

However, in the Vogt family, George doesn't have a monopoly on Roller Derby fame. His wife, Carole, just a few years ago was one of the top gal stars. Now working in Dept. 1-52 in General Offices, she also won a "most valuable player" award the same year as her husband.

Although most of his playing days are behind him Vogt still keeps active in the coaching line. "The first thing a young skater has to be taught is how to fall. Then the technique for 'riding the groove' with the maximum amount of speed and maneuverability. How to operate while skating in a 'pack' is an art in itself," he explained.

Convair FW Man Goes to Moscow To Help Build Unique Fair Exhibit

E. J. (Jim) Boone, technical editor on the Convair Fort Worth nuclear program, has returned from a seven-week tour of duty in Moscow.

On leave of absence from Convair, Boone was a member of an American party assigned to build a theater-in-the-round similar to Fort Worth's famous Casa Manana. Arranged by the U.S. Department of State, it will be used as a trade fair exhibit and ultimately will be sold to the Russian government.

"Twice the size of the Casa Manana, the new theater has a 112-foot radius, which makes it the largest theater dome in the world," Boone reported.

Boone, who learned the Russian language in an Air Force course at Syracuse University and is a part time instructor in TCU's Russian department, served as translator and engineering administrator for the American visitors. Construction was largely a "package deal" with prefabricated parts coming from the United States. Russian labor was used for assembly.

The Russians worked an "American" shift of 8 a.m. to 5 p.m. during construction of the gigantic theater.

Incidentally, Moscow stores open at 11 a.m. and remain open until 8 p.m., six days a week.

Boone found opera and ballet more popular than movies in Moscow. Motion picture houses show no American or English films, only Russian, Polish and Spanish. Radio stations play only classical music and folk songs, but Boone noticed records of pop-

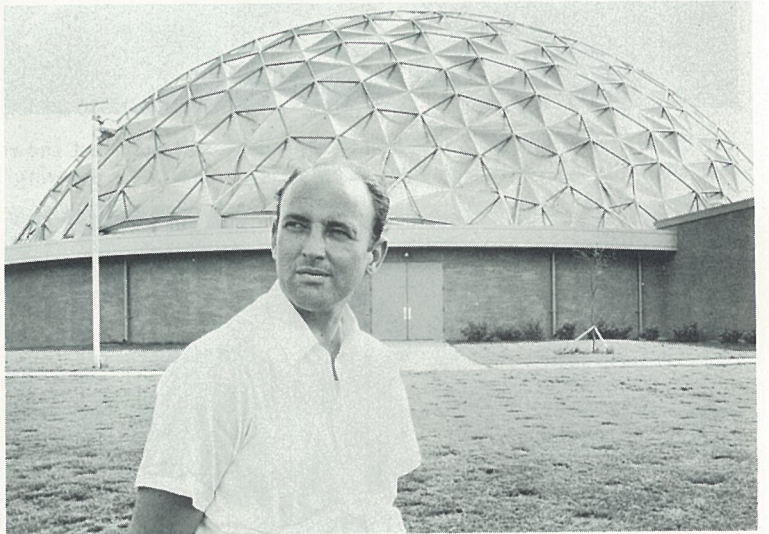
ular tunes on sale at music stands.

"Churches — Russian Orthodox, Baptist, Catholic, Jewish—appear well attended, though almost all churchgoers are 40 years or older," he noticed.

Autos are scarce in Moscow (gasoline is 45 cents a gallon) but the subway system is the

best Boone has ever seen. The average Moscow resident makes the equivalent of eight or nine dollars a day and most likely lives in a crowded apartment. Population of Moscow is five and a half million and there is a tremendous housing shortage.

"The people were most friendly," he added.



MOSCOW VISITED—Convair Fort Worth's E. J. Boone pauses in front of Casa Manana Theater, replica of which he helped build in Moscow earlier this year.

Interpreting South Sea Dances Specialty of Convair Girls Trio

"Sign language," based largely upon hand movements and an occasional hip flip, can be entertaining to "read." It can also be hard work.

A trio of Convair girls, stu-

dents of the art, can testify to the latter. For those who have seen them perform, the former needs little elaboration.

The women are interpretative dancers specializing in the dances of the South Sea islands.

Kamamalualoma (Lucky) Papke of Astro's Dept. 182, Tai Boyd of San Diego Division's Dept. 98, and Jeannie Cox, wife of Roger Cox of Dept. 214-3 at Astro, work either as a team or singly. Professionally they are known as "Aloma," "Tai," and "Leilani."

They have performed for over a year at clubs, private parties and a growing number of luaus in the San Diego area.

For "Aloma" and "Tai" the dances come naturally. Both were born in Hawaii and have danced as long as they can remember. Through the years they have added to their natural abilities through observation and study. For "Leilani" the story has been different. A native of Honduras, she was drawn to Spanish dances until she began studying under the other two.

"We make up our own routines as well as relying on traditional themes," Mrs. Papke said. "However, in each there is a story to tell of love or frustration or pursuit. This we convey by use of the hands.

"Hand movements, to the rhythm of the music, tell the story. We use hip movement merely to stay with the rhythm," she added.

Music is normally provided by guitars and drums with the dancers using rocks, gourds, hardwood sticks and bamboo sections to add effect.



SIGHTLY ARTISTS—These Convair girls, Kamamalualoma Papke, Jeannie Cox and Tai Boyd, perform South Sea Island dances as team and singly. Here they show costumes, bamboo sections, feathered gourds and hardwood sticks, used for effect.

Space Primer Sales Top 100,000, Definitely in Best Seller Class

Convair has never had a "best seller" quite like its Space Primer, a product of Astronautics' editorial section of communication department.

The 72-page booklet made its appearance in January of this year. The initial press run of 75,000 copies sold out in two months. In March a second run of 100,000 copies was made. Over half of these have been dispatched.

Space Primer is a concise, well-written introduction to the field of astronautics. It deals, in an easy-to-understand style, with such subjects as rocket propulsion, motion of satellites, ways in which man can reach the moon, etc. In addition, there is a simple glossary of rocket and space terms, a list of books and magazines on space and a section telling how to prepare for a career in astronautics.

While the booklet was aimed at the high school student, it has found popularity with all ages.

Thousands of grade school students have requested copies. So have many colleges and universities and such organizations as the National Geographic Society, General Intelligence Agency, Library of Congress, American Rocket Society and the

United States Information Service.

Astro has filled requests for copies from countries around the world.

Astro sells the booklet for 10 cents (slightly less than publication and distribution costs). It is available to employees through employee services outlets.



SWAMPED—Marie Trabbold of Astro communication department "digs out" of pile of Space Primers which have become a Convair "best seller." Requests have come from all over globe.

NEWS FROM OTHER DYNAMICS DIVISIONS

General Dynamics Corporation, created in April, 1952, as successor to Electric Boat Company, is composed of six divisions and a Canadian subsidiary, Canadair, Limited, of Montreal, airframe builders. The divisions are:

Convair, head offices at San Diego, Calif., aircraft, missiles, and space systems.

Electric Boat of Groton, Conn., submarines.

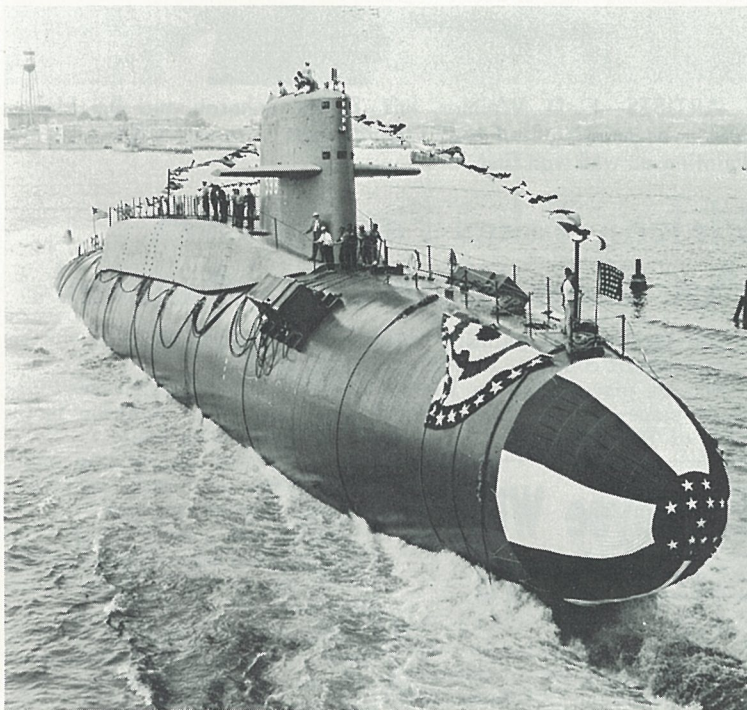
Stromberg-Carlson, of Rochester, N. Y., telecommunications, electronic equipment.

Liquid Carbonic of Chicago, Ill., carbon dioxide producer, industrial and medical gases.

General Atomic of San Diego, Calif., nuclear research, development, production.

Electro Dynamic of Bayonne, N. J., electric motors, generators.

* * *



GEORGE WASHINGTON — First ballistic missile equipped atomic submarine, George Washington, splashed into Thames River this month. It was built by Electric Boat Division.

General Dynamics Enlarges Liquid Carbonic's Activities

NEW YORK—General Dynamics Corporation has acquired the industrial and medical gas business of the Hensch Associated Gas Enterprises, Rex L. Nicholson, president of the Liquid Carbonic Division, announced last week.

Nicholson said that the acquisition of stock in the various companies comprising Enterprises involved "several million dollars" and was a cash transaction. He said that the Hensch group is the strongest independent in the industrial and medical gas field.

Frank Pace Jr., chairman of

the board of General Dynamics, commented that acquisition represents another step in the corporation's planned program to achieve an approximate balance in defense and commercial profit margins.

The activities of the Hensch Gas Enterprises cover most of the eastern seaboard from Maine to Florida and extend inland into Ohio. Principal products are oxygen, acetylene, argon, nitrogen, nitrous oxide, hydrogen, and welding equipment.

Nicholson said that the acquisition of these important facilities will enable Liquid Carbonic to become a more effective competitive factor in the industrial and medical gas business on a nationwide basis.

STROMBERG-CARLSON APPOINTS PIERCE

SAN DIEGO — Robert R. Pierce has been named purchasing agent for Stromberg-Carlson here, according to Dr. Donald G. Wilson, general manager.

Pierce will be responsible for all purchasing activities at the San Diego facility.

Keim Chief Engineer Military Products

ROCHESTER — Appointment of David Y. Keim as chief engineer — military products of the Electronics Division of Stromberg-Carlson has been announced by Kenneth M. Lord, division director of engineering.

Keim previously served as engineering department head for microwave and electronic equipment for the Sperry Gyroscope Co.



NAUTILUS—Frank Pace Jr., left, chairman of board of General Dynamics Corporation, presents scale model of Nautilus to Dr. Leonard Carmichael, secretary of Smithsonian Institution in Washington, D.C. Model will become permanent part of Naval History collections. Nautilus was built by Electric Boat Division.

540 Scores in Fuel Economy

MONTREAL — Exceptionally good performance, fuel economy and serviceability of the Canadair-Convair 540 jet-prop airliner have been proved on a very successful one-month sales and demonstration tour of South American countries.

The tour included flight demonstrations at Bogota, Lima, Santiago, Buenos Aires, Porto Alegre, Sao Paulo, Rio de Janeiro and Caracas. One of the highlights was on May 31 when President Juscelino Kubitschek of Brazil was flown 575 miles from Rio to the new capital of Brasilia.

The 540 flew a total of about 19,000 miles of which 16,000 were point-to-point trips and the remainder local demonstration flights. Of the 95 flying hours, 72 hours 10 minutes were spent on point-to-point and route-proving trials, and 22 hours 50 minutes were taken up by local flights.

Favorable comment was made by pilots and passengers alike on the 540's extremely good performance in takeoff and climb, the low noise-level in the cabin and the almost complete lack of vibration from the two Napier Eland jet-prop engines.

F-102s Slated For ADC Shoot

Convair-built F-102As will join other Air Defense Command all-weather interceptors in weapon system evaluation at Tyndall AFB, Fla., this fall. The William Tell II operations will extend over ten days, Oct. 14-23.

F-106s, Convair SD's newest jet interceptors due to go into operation with ADC, will not take part in the maneuvers, although they will be on display and will make fly-bys during the show.

Flying high over the Gulf of Mexico Test Range, ADC interceptors will pit their skill against near-sonic targets before press, radio, and television representatives from across the country.

Targets will be jet-propelled radar-guided drones, one-fifteenth the size of a modern bomber, which can take evasive actions similar to those of attacking bombers. Radar operators on the ground will direct the planes toward the tiny targets flying at altitudes up to 50,000 ft.

Coggan Honored By Alma Mater

B. F. Coggan, Convair vice president and San Diego Division manager, received the first distinguished alumni award at recent commencement exercises of Michigan State University in East Lansing Mich.

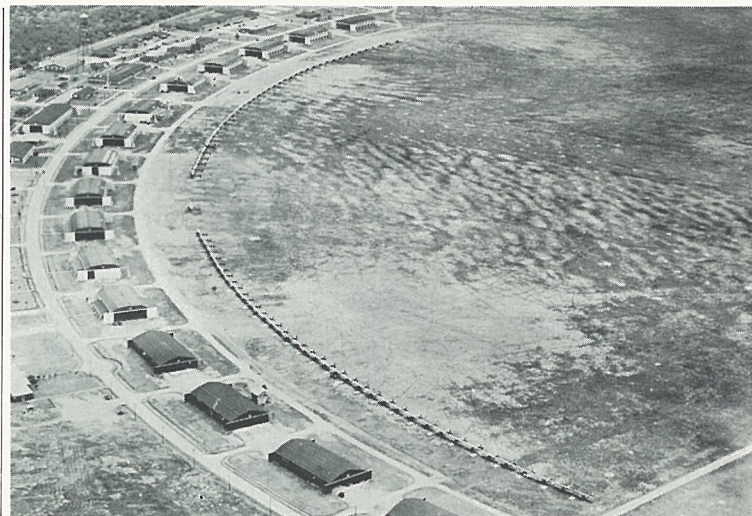
In presenting the award to Coggan, a graduate of the class of '39, Dr. John Hannah, president of MSU, said, "By your outstanding accomplishments in widely diversified fields you have reflected great honor upon your Alma Mater. In the name of Michigan State University, and all of its alumni, I present this award to you, and congratulate you upon being the first to be selected as having earned this special recognition from this great university of which you are a distinguished alumnus."

Prime Minister John G. Diefenbaker of Canada gave the commencement address for the 4,000 graduating seniors.

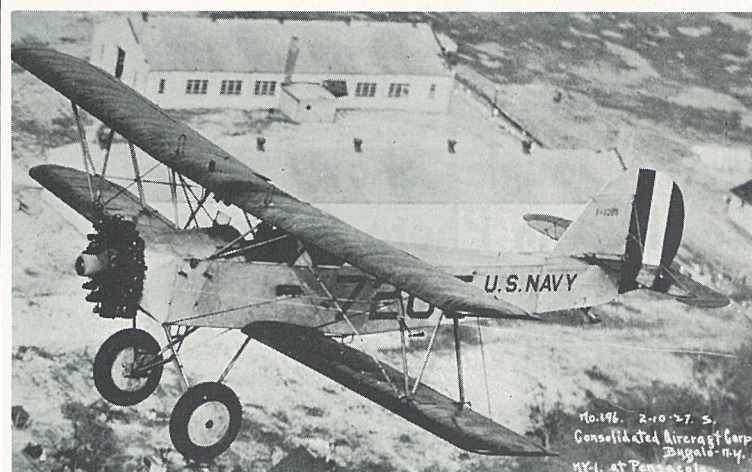
Convair SD, Astro Men Win Diplomas

Eight Convair SD and Astro men received their high school diplomas from the San Diego Evening High School at last week's commencement exercises.

San Diego Division employees graduating were Gerard E. Archambault, Talmadge A. Burks, and Raymond E. Clapper; while from Astronautics were Jesse E. Bodine, Jerry L. Dehner, Donald C. Forbes, Leokadja Gutowski, and Ides Joseph Romero.



A BATCH OF PT-1s—On line at Brook Field, Texas, in winter of 1927 were 72 Consolidated PT-1 trainers. Building these as well as trainers for Navy put money in bank for Consolidated Aircraft.



AT PENSACOLA—Not only Army was customer for Consolidated trainers in '20s but Navy, too. Company consistently won Navy competitions. This Navy plane was pictured at Pensacola in 1927.

Consolidated Forced by Army To Build 50 PTs for \$1 Apiece

(This is No. 11 in continuing history of Convair, told in installments.)

It was in 1927 that the famous "Fifty Free Airplanes" incident took place.

Consolidated Aircraft had been doing a brisk and profitable business building trainers, profitable largely because of the foresight of the founder, Reuben H. Fleet. Confident that his trainer was the best and that the military would continue to buy, Fleet had gambled by ordering materials far in advance. He ordered enough to build 250 airplanes, even though at that time he did not have sales for them. The gamble paid off when the orders came in and the savings due to bulk orders of materials made possible a handsome profit.

By mid-1927 Consolidated showed a cumulative profit of \$867,000 on the service trainers it had built since 1923. The Air Corps* asked to see the company's books (a privilege not yet granted by law) and followed up with a demand for \$300,000 refund on excess profits.

Fleet and the directors felt the company had no alternative, since the services were their sole customer. Fleet negotiated one practical compromise which benefited customer and company alike, however. He pointed out that a \$300,000 payment would vanish into the general fund of the U.S. Treasury. Maj. Gen. Mason M. Patrick, Air Corps chief, agreed to "take it out in trade" by letting Consolidated build 50 trainers, currently priced at \$6,000 each, for a nominal charge of \$1 each.

The Navy declined to join the Air Corps either in seeking the settlement or accepting its proportion (26 per cent) of the plane refunds. RAdm. W. A. Moffett, Bureau of Aeronautics chief, replied to Patrick in a memorandum dated Aug. 3, 1927: "The records of the Navy Department covering its transactions with Consolidated Aircraft Corp. show that all procurements from it have been subjected to competition in accordance with law. . . . It is evident that potential competitors put forth their best efforts to obtain this business. . . . The Navy Department is not in a position to question the profits that the company may have made."

Fleet was still protesting the justice of the settlement seven years later. In a 1934 communication to the House Naval Affairs Subcommittee, dealing with proposed regulatory legislation, he recalled the incident and said: "We took the gamble, the government did not; we should, therefore, have been entitled to the resultant savings, which would have made our profit approximately 23 per cent. . . . In 1931 and 1932 our losses to the Army put the 'shoe on the other foot,' and it would seem fair that the Army should reimburse us. . . ."

Fleet's allusion was to losses totaling \$375,157 that Consolidated suffered on Army contracts in 1931-1932. Had he been addressing the subcommittee a few years later he could have cited another loss, this time on Navy business.

"Of the 49 flying boats we have built for the Navy," Fleet wrote RAdm. Ernest J. King in 1936, "our audited books show a total net loss of \$89,673.93, with sufficient profit on the 16 we built for others to enable us to keep going."

The "others" referred to commercial customers.

*The Army's aviation branch was born Aug. 1, 1907, as the Aeronautical Division of the Signal Corps. Name changes followed in this order: Aviation Section, Signal Corps (July 18, 1914); U.S. Army Air Service (May 20, 1918); U.S. Army Air Corps (July 2, 1926); U.S. Army Air Forces (June 20, 1941); U.S. Air Force (law signed July 26, 1947, with separation from Army effective Sept. 18 when W. Stuart Symington was sworn in as Air Force Secretary).

SD's Salvage Yard To Close on July 4

Salvage yard at Convair San Diego Plant 1 will be closed on the July 4 holiday, reminded R. H. Lange, material sales supervisor.

The yard at Gate 5 will be open for employee sales the following Saturday during the usual 8 a.m. to 1 p.m. hours.



BEGINNERS—Though their pictures belie it, these are beginner photographers who took prizes in recent CRA contest. Left to right they're Lib Glazner, Bill Findley, instructor, Betty Douglas and George Gilmore.

Betty Douglas Shows Print For First in Photo Contest

Betty Douglas turned in the prize winning print this month when the beginners class of the CRA camera activity staged a special contest.

Mrs. Douglas won first place with a picture of her daughter.

Lib Glazner took second and third and George Gilmore took fourth.

The contest was held as a cli-

max to a beginners class taught by Bill Findley.

"The prints in the contest were mighty good," said Findley. "We were all pleased at the progress made by the class."

Findley said he plans to start another beginners photography class this fall. The class will cover everything from loading the camera to making prints. Cost will be nominal.

Log Book Entries

Promotions FORT WORTH

Promotions to and within supervision, professional and administrative effective June 8.

Dept. 6: to aerophysics engineer sr., H. M. Bourland, W. P. Brock, J. H. Bulloch, R. R. Coffman; to assistant project engineer, N. A. Clanton; to associate engineer, B. S. Goodson, L. D. Kerns, A. A. Martin, C. J. Moore Jr.; to chief of nuclear radiation effects, W. B. Rose; to chief of nuclear research and development, H. R. Dvorak; to design engineer, E. A. Beasley Jr., C. G. Beatty, R. C. Butcher, R. M. Myers, H. E. Roane; to design engineer sr., C. S. Bible Jr., M. B. Tomme Jr.; to design group engineer, G. E. Peters; to design specialist, G. E. Hinds; to group engineer, G. E. Bobbitt; to nuclear engineer, B. T. Lowrey; to project propulsion engineer, L. Self; to structures engineer, E. Chadwick, F. D. Clarke, J. R. Lawrence; to test engineer, R. D. Berkley, W. F. MacSwain, G. L. Staas, C. W. Wilmsen; to test engineer sr., D. H. Fietz; to weight coordinator, L. M. Smyth III.

Dept. 7: to development liaison man, W. A. Lucas; Dept. 8: to chief organization and systems engineer, R. M. Hatcher; to industrial engineering manager, W. E. Emish.

Dept. 9: to accounting supervisor, R. V. Bullock; Dept. 21: to spares representative, C. S. Gotcher Jr.; Dept. 24: to tool engineer, B. Douglass.

Dept. 25: to electrical engineer A. S. S. Abernathy; Dept. 27: to outside inspection representative, P. F. Aiken, L. E. Brostmeyer.

Dept. 28: to associate engineer, D. W. Boone; to chemist-senior, E. H. Smith; to process analyst, J. G. Lewis. Dept. 36: to assistant foreman, R. M. Keetch; to foreman, O. J. Adcock Jr.

Dept. 64: to foreman, R. D. McGrady, L. O. Shepherd; Dept. 85: to aircraft maintenance specialist, J. H. Pate; Dept. 89: to buyer-senior, R. P. Hubert; Dept. 92: to assistant foreman, A. E. Divine, F. G. Johnson.

Deaths

BREWER—W. L., Dept. 24, died June 17. Survivors include his wife, one daughter, his parents, one sister and one brother.

CANNON—L., Dept. 25. Survivors include one daughter and one brother.

HANEY—C. R., Dept. 31, died June 7. Survivors include his wife, four sons, and two daughters.

HEARNE—H. E., (formerly Dept. 56), died June 15. Survivors include his wife, two daughters, three sons, his father, five brothers, and one sister.

★ Convairiety ★

First Place Winner
International Council of Industrial Editors

Founded Sept. 1, 1948. Published in six editions (Fort Worth-Daingerfield, San Diego, Pomona, Astronautics, Mail Edition and Antelope Valley-Holloman) by Convair Industrial Relations, General Offices, San Diego, Calif., Logan Jenkins, editor.

Approximate current total circulation, over 65,000. News items and letters to the editor are solicited, but no advertising can be accepted.

SD Editorial Offices, Building 32, Plant 1, ext. 1071. Staff: Grayce Fath, Helen Pemberton, Fred Bettinger.

FW Editorial Offices, Col. 73-C, Ext. 2961. Mailing Address: Convairiety, Convair, Fort Worth, Texas. Telephone PE 8-7311. Staff: Bob Vollmer, Fort Worth editor; Pat Baker, Mary Beck.

Astronautics Editorial Offices, Bldg. 2, new plant, ext. 1154. Staff: Bryan Weickersheimer, Astronautics editor.

Pomona Editorial Offices, Room K-222, Bldg. 2, ext. 6226, mail zone 3-8. Staff: James Combs Jr., Pomona editor; Dorothy Keller.

Antelope Valley Editorial Offices, Room 31, Bldg. 301B, Palmdale, ext. 337. Staff: Betty Lou Nash.

New CRA Radio Net Set to Go On Air July 11

July 11 promises to be a big day in Fort Worth for CRA ham radio operators.

That's the day the CRA Radio Net goes on the air for the first time. Call letters of the net control station are W5SJZ.

The net—a meeting by air—will be the only one in FW sponsored by a recreation association, according to Max Schelper, CRA radio commissioner.

The net is similar to one sponsored by Texas Instruments, Inc., in Dallas.

"We're particularly anxious for all hams to know about the net," said Schelper. "We want to hear from employees from Convair Fort Worth—and Daingerfield—if they can pick us up."

People picking up the net on receivers are urged to check in by radio or telephone. Telephone number is PE 7-4378.

Schelper said transmitting will be on 3945 kc.

Receiving will be on 3945 kc., 3970 kc, 7205 kc and 7195 kc plus or minus one kc. Receiving will also be on 29.640 mc and 50.7 mc.

Radio "check ins" will be requested in turn from one frequency at a time.

Three hams will be working the net each Saturday from the control station.

"We'll hold technical and roundtable discussions, code practice and traffic handling," said Schelper. "It'll be a kind of 'coffee klatch' by air."

"We're especially interested in having Convair employees check in with us when the net goes on the air on July 11. But we want anyone in Fort Worth or the vicinity who picks us up to contact us."

Star-Gazers Hold Picnic Tonight

CRA astronomers will have a special type meeting tonight, June 24, at the CRA area.

Members will meet at 6:30 p.m. for a picnic supper in picnic area No. 2. Each member will bring his own picnic supper.

After dinner, Norman Cole, educational adviser of the astronomy group and director of the Charlie Noble Planetarium, will speak.

According to Art Gilligan, CRA astronomy commissioner, five planets should be visible: Mars, Uranus, Saturn, Venus and Jupiter.

Gilligan said a planning and research committee is starting preliminary work on a radio telescope. Employees interested in electronics—and the radio telescope—are urged to contact Jim Green and I. J. Theriot.

"Weather permitting," said Gilligan, "we should have a good meeting. We hope all astronomy enthusiasts will be able to attend our picnic-meeting and also support our radio-telescope project."



TOP TEAM—Kay Gross and E. B. Schick try their hand at chess as George West, Jim Gardner, John Mandle, and Claude Freeman look on. All but Kay are members of chess team that took top city honors.



ARTISTS—E. D. Weimer, left, Elmira Johnson and Bill Helena look over painting that took second place in recent CRA art show. Painting on wall won first.

Helena Takes First in CRA Art Show With Oil, 'Autumn'

Bill Helena's oil painting "Autumn" won first prize in the recent CRA art contest. Helena is in Dept. 25.

Second place went to Elmira Johnson for "Summertime" and third place went to Jim House for "Fault." Mrs. Johnson is the wife of Ben Johnson of Dept. 7, while House is in 6-4.

All three of the winning paintings were oils, and won their owners special trophies.

Judge was Jim Wozniak, Fort Worth artist who was an instructor in one of the CRA art classes this year.

The contest was open to members of the fall and spring art classes sponsored by the CRA art activity.

Classes were held at the Art Center.

Camera Fans Stage Slide Show at CRA

Convair Fort Worth camera fans will stage a color slide contest at 7:30 p.m. tonight, June 24, at CRA Building.

Competition is open to all CRA camera activity members.

Miles Rogers, CRA camera commissioner, said Gene Gordon, Fort Worth Press photographer, will speak at the July 8 meeting of the activity.

The Passing Years

Fort Worth

The following emblems were due during the period July 1 through July 15:

Fifteen-year: Dept. 4, V. D. Cantrell; Dept. 7, C. B. Clark, W. R. Dudley, L. R. Parvin; Dept. 19, E. H. Langford.

Dept. 22, M. K. Huffman; Dept. 24, T. O. Landers, V. J. Moore; Dept. 25, C. Jackson, W. J. Leonard, F. S. Ligon.

Dept. 27, A. Blair, V. Prasifka; Dept. 29, E. Copp; Dept. 30, B. E. Beasley; Dept. 31, J. L. Oldham, W. Z. Sessions, W. F. Stapleton.

Dept. 46, R. W. Farless, C. M. Humphries, S. L. McCollum, W. J. C. Morgan, E. H. Paul, H. D. Weatherby, F. H. Wesson.

Dept. 54, B. T. Reagan; Dept. 55, J. C. McClendon, J. M. Wilkerson; Dept. 56, H. W. O'Bryant, G. L. Ward.

Dept. 57, T. M. Pursley; Dept. 58, E. L. Ballard, D. I. Couch; Dept. 64, C. E. Cornett, J. F. Ivey; Dept. 65, J. W. Kehley, O. E. Sims.

Dept. 70, W. W. Jones; Dept. 74, M. L. Forrest, M. Weeks; Dept. 75, B. J. Smith; Dept. 81, R. C. Benfer, L. B. Pipkin.

Ten-year: Dept. 4, H. L. Betts Jr., E. L. Clup, E. W. Lowe, H. L. Preslar, C. B. Pribyl, M. G. Spaulding.

Dept. 5, H. B. Parnell; Dept. 6, R. H. Brickley Jr., C. W. Collum, R. E. Darling, B. R. Erwin, J. S. Gallagher, E. M. Harnist, H. R. Harrison, G. W. Hay, D. R. Kent Jr., P. G. Normand, V. S. Scott, C. H. Scroggs Jr., C. W. Shackelford Jr., H. D. Smith, G. P. Stidham, W. T. Timmons, W. W. Woodward.

Dept. 7, D. F. Brown, T. J. Ruby Jr.; Dept. 8, E. C. Wilgus; Dept. 20, W. A. Brown, E. E. Fenn, H. W. Ferguson, E. R. Hickson, L. J. Jensen, J. L. Martin, M. W. Norris, R. A. Norton, W. J. Sells, W. T. Simpson Jr., J. T. Wigington, J. L. Wilson.

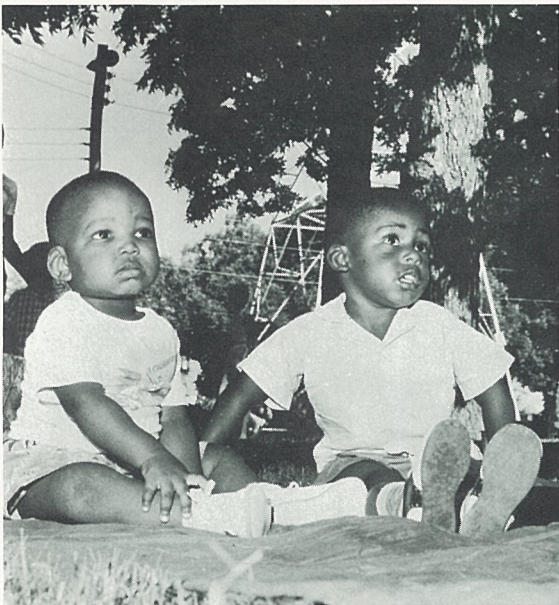
Dept. 21, M. D. Hendrix, W. E. Mad-dux, B. M. Staples; Dept. 22, D. L. Pittman, J. E. Steele, J. E. Thomson; Dept. 24, W. C. Allmon Jr., D. M. Altizer, J. R. Jennings, W. L. Massey.

Dept. 25, E. Bryant, R. C. Jauman, W. I. Stephenson, G. M. Trammell Jr.; Dept. 27, L. E. Brostmeyer, J. M. Gooch.

Dept. 30, D. M. Anderson Jr., G. W. Green, C. M. Weesner; Dept. 53, J. L. Johnson; Dept. 57, E. G. Sandefur; Dept. 65, B. M. Daniels, J. N. Hogan.

Dept. 73, E. W. Young; Dept. 74, B. W. Bryant; Dept. 75, L. F. Gerwe; Dept. 81, R. C. Baker, A. L. Hathcock, J. D. Landers, M. A. Lighthart, H. F. Martin, L. E. Robinson, J. K. Williams.

Dept. 82, H. A. Dubois, R. L. Jones Jr., A. B. Trotter; Dept. 91, J. M. Pegg.



AND A GOOD TIME—Michael Andrew Young and Charles Johnson (photo at left) didn't miss a trick at annual CRA family outing. And there was plenty of food for all, as photos center and right testify. J. R. Wilson family enjoyed barbecue supper as did about 1,100 others.



WINNERS—Here are six of 20 employees who took home door prizes. In photo at left are, left to right, W. P. Dickens, S. Powell, and W. D. Bridges. At right, same order, W. L. Shelby, H. Stanberry and L. Osborne.

1,100-Plus Attend Annual CRA Family Barbecue at Rec Area

More than 1100 Convair Fort Worth employees and members of their families attended the annual family outing on June 13 at the CRA Area.

Jim Shackelford, CRA representative at large, is chairman of the plantwide recreation committee that arranged the affair. L. R. Wilson, stamp and coin commissioner, and Harry Carlberg, bowling commissioner, are co-chairmen.

Music for dancing, Shetland ponies, and special rides helped provide entertainment for all attending the day-long event. Free balloons went to the children.

Free bubble gum and soft drinks supplemented a buffet barbecue supper.

Twenty door prizes ranging

from ice chests to electric skillets went to lucky ticket holders.

It was the eighth year for CRA to arrange the annual outing, according to Finn Wahl, CRA president who assisted in handling the outing.

Luncheon Follows Bridge on July 1

A special luncheon following play is set for July 1 when the Wednesday Morning Bridge Club meets at the CRA Building.

Masterpoints will be given July 1 during the duplicate play.

Convair women who plan to attend may contact Mrs. C. J. Hall, PE 8-7819 or Mrs. E. E. Black, CI 6-1788 for additional information.

Model Flyers Go to Tulsa

A group of model plane enthusiasts will head for Tulsa over the Fourth of July weekend to participate in a contest there.

Also on the agenda for the flyers is the National Model Airplane Championships in Los Angeles. Several Convair Fort Worth modelers plan to fly in the meet during the last week in July.

In recent contests in Beaumont Stewart Lee won first place in both 1/2 A and B class free flight events. Bill Bell took a third place in B event.

At Longview, Faust Parker won a first in 1/2 A junior free flight and a second in A-B junior. Lee took a second place in A-B open in a four way fly off. Bill and Betty Bell won a third place in Nordic A/2.

Convair employees interested in the model plane activity are urged to contact the CRA office, ext. 277.

Daingerfield Studies Activity Proposals

Possibility of new CRA activities at Daingerfield was discussed at the June meeting of the CRA Daingerfield employee council.

W. H. Robinson, president, said Jim Christian will present information on a proposed boating club at next meeting of the council.

After J. R. Nazzal inquired about possibility of a class in ballroom dancing, the council decided to survey employees to determine their interest in bowling, ballroom dancing and other possible activities.

Commissioners in their reports indicated that employee interest in various activities is at a high level, with excellent turnouts for all events.

Is It News?

Is it news? Then grab a telephone and call Convairiety



Golfers Work to Complete CRA Second Round of Tourney Play

Convair Fort Worth golfers were completing their second week of play in the plantwide golf tourney this week. Second matches were to be played by June 23.

Third matches are to be played by June 30 and fourth by July 7.

No results were available at Convairiety press time in championship and first flight play.

In second flight, Mike Muncy won four-three over C. A. Frayer. R. H. Hands won one up in 23 holes over Art Skau. R. R. Christensen won four-three over Henry Ellis and W. H. Hill won two to one over Roy Knepper.

O. L. Whittaker won three to four over J. D. Ashby and E. H. Lowes won three to two over H. D. Yandell. E. T. Smith won eight-six over C. L. Hicks and R. C. Odom won by forfeit.

In third flight, B. P. Johnson won by forfeit and C. W. Gattis won four to three over R. E. Hands. A. W. Johnson won by forfeit and M. E. White won five to three over H. L. Kruse. J. O. Owens won one up over H. E. Frazier and W. L. Conly won over Lewis Hestla. T. C. Widener won six-five over C. B. Clark and R. E. Van Dyke won over H. W. Frazier.

In fourth flight play, H. H. Walker won three to one over Clyde Van Winkle. H. O. Davis won two to one over B. W. Browning. J. C. Allen won six-five over W. O. Sunnafrank and R. G. Gordon won by forfeit. J. L. Zelko won two up over K. E. Tipper and H. G. Ray won one up over J. M. Jackson. J. P. Noradin won one up over C. J. Johnson and D. D. Sowders won by forfeit.

In fifth flight, R. D. McClure won over D. E. Rogers and B. C. Curl won over B. V. Zuber. C. W. Wooten won over L. E. Clemmer and B. S. Goodson won over Roy Allen four to three. W.

Bombers Lead in Softball League

The Bombers were leading the league in Convair Fort Worth softball play this week.

They have three wins and no losses. Rockets are in second place with two wins and one loss. Pipe Twisters are third with one and one.

Danny Wall of the Rockets pitched a no hitter against the Props on June 6.

And Bobby Curl of the Bombers had a no hitter to his credit too. He pitched the no hitter on June 9 against the White Horses.

23 Openings in New Navy Unit

Five Convair Fort Worth men are interested in contacting other Convair men who qualify for a new navy reserve unit.

A new Bureau of Aeronautics Reserve Training Unit is to be commissioned in Dallas soon and 23 pay billets are open to qualified Naval Officers.

Personnel will be assigned according to formal education, naval experience and current civilian qualifications.

Officers with college degrees in aeronautical, mechanical, electrical or chemical engineering and metallurgy are particularly needed.

Convair men interested in the new unit may contact H. F. Allen, WA 3-6909; C. A. Glauber, PE 2-1071; E. W. Snowden, CR 4-4142; and H. L. Ellis, WA 6-1523; and J. M. Hayes, CI 4-1717.

Leta Black Leads In Bridge Tourney

Leta Black, Henry Weltman and Gene Black finished in the top three places in the last six weeks of play in the CRA Bridge Club.

According to O. B. Davis, CRA bridge commissioner, a player's score is kept each week. The person with the highest average for the six weeks wins. But only five scores are used, so a person may discard his lowest score—or may miss a session.

Davis said master points are also given for the top 15 to 20 places.

"A special feature of the sessions is the bridge discussions that precede them," said Davis. "Gene Black leads the discussions and we find them interesting and informative."

"It's a good opportunity to pick up helpful information that is not available in many classes and books."

Davis invited all Convair Fort Worth employees interested in duplicate play to attend the Friday sessions starting at 7:45 p.m.

Activities Calendar . . .

Convair Recreation Association events in the next two weeks are listed below. Readers interested may clip this column and save it for reference until next issue of Convairiety. For more information, phone CRA office, ext. 2771 at Fort Worth, ext. 424 at Daingerfield.

Fort Worth

Tonight, June 24
ASTRONOMY: picnic and lecture, 6-11 p.m., CRA picnic area No. 2.
BRIDGE: duplicate session, 9:30 a.m., CRA.
CAMERA: color slide contest, 7:30, CRA.
RANCH ACTIVITY: calf roping, 6-8 p.m., ranch area, CRA.
SOFTBALL: engineering league play, 7 and 9 p.m., CRA.

Thursday, June 25
ARCHERY: shoot, 7-10 p.m., archery range, CRA.
RADIO: operating night, 7:30 p.m., CRA.
RANCH ACTIVITY: riding class, 4:30-5:30 p.m., ranch area, CRA.
SOFTBALL: second shift league play, 10:30 a.m.; engineering league play, 7 and 9 p.m., CRA.
SQUARE DANCING: classes: beginners 7 p.m.; advanced 8:15 p.m., CRA.

Friday, June 26
BRIDGE: class, 10 a.m.; duplicate session, 7:45 p.m., CRA.
RANCH ACTIVITY: cutting, 6-7 p.m.; roping, 7-9 p.m., ranch area, CRA.
SOFTBALL: Convair league play, 7 and 9 p.m., CRA.

Saturday, June 27
ASTRONOMY: work parties, 9 a.m.-2 p.m., CRA.
BOAT CLUB: outing and cruise, Garza Little Elm.
RANCH ACTIVITY: riding classes, 9 a.m., ranch area, CRA.

Sunday, June 28
RANCH ACTIVITY: cutting, 4-6 p.m.; ranch area, CRA.

Monday, June 29
MOVIE: "Francis Goes to West Point" with Donald O'Connor. Shown lunch period, 50-foot aisle.

Tuesday, June 30
RANCH ACTIVITY: cutting, 6-8 p.m., ranch area, CRA.
SOFTBALL: Convair league play, 8 and 9 p.m., CRA.
TABLE TENNIS: tournament, 7:30 p.m., CRA.

Wednesday, July 1
ASTRONOMY: work parties, 7:30 p.m., CRA.
BRIDGE: master point session, 9:30 a.m., CRA.
RANCH ACTIVITY: calf roping, 6-8 p.m., ranch area, CRA.
SOFTBALL: engineering league play, 7 and 9 p.m., CRA.

Thursday, July 2
ARCHERY: shoot, 7-10 p.m., archery range, CRA.
ART: class, 7-10 p.m., CRA.
RADIO: operating night, 7:30 p.m., CRA.
RANCH ACTIVITY: riding class, 4:30-5:30 p.m., ranch area, CRA.
SOFTBALL: second shift league play, 10:30 a.m.; engineering league play, 7 and 9 p.m., CRA.
SQUARE DANCING: classes: beginners, 7 p.m.; advanced 8:15 p.m., CRA.

Friday, July 3
RANCH ACTIVITY: cutting, 6-7 p.m.; roping 7-9 p.m., ranch area, CRA.

Saturday, July 4
RANCH ACTIVITY: riding classes, 9 a.m., ranch area, CRA.

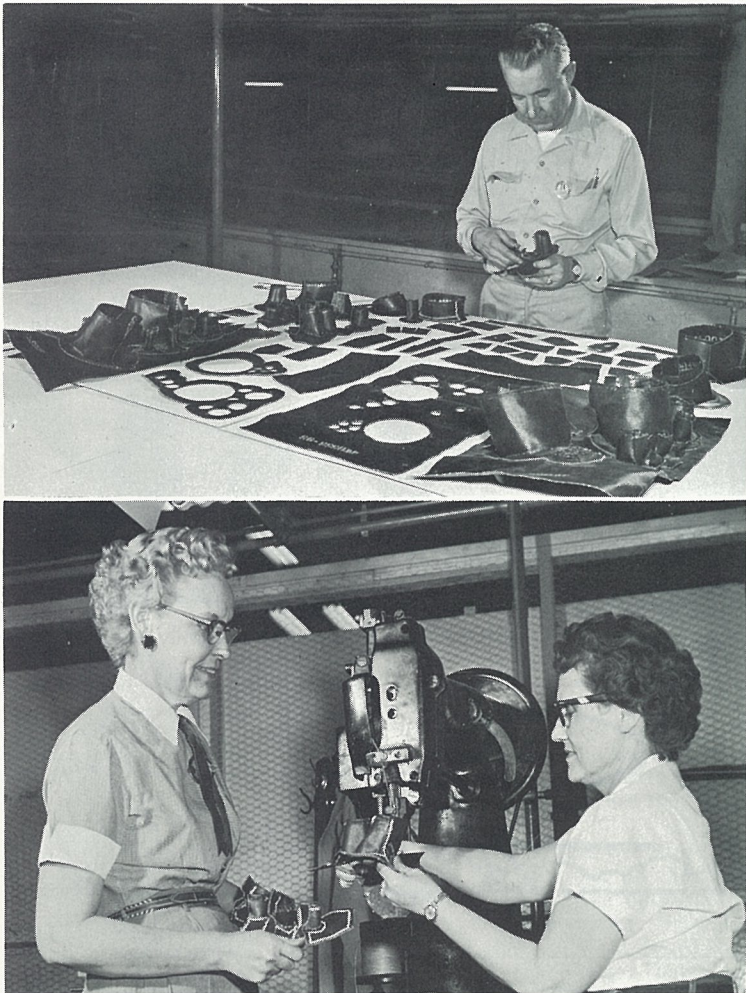
Sunday, July 5
RANCH ACTIVITY: cutting, 4-6 p.m.; roping, 8-10 p.m., ranch area, CRA.

Monday, July 6
MOVIE: "All That Heaven Allows" with Rock Hudson and Jane Wyman. Shown lunch period, 50-foot aisle.

Tuesday, July 7
MODEL AIRPLANE: control line business meeting, 8 p.m., CRA.
RANCH ACTIVITY: cutting, 6-8 p.m., ranch area, CRA.
SOFTBALL: Convair league play, 7 and 9 p.m., CRA.

STAMP: auction, 8 p.m., CRA.
TABLE TENNIS: play, 7:30 p.m., CRA.

Wednesday, July 8
BRIDGE: duplicate session, 9:30 a.m., CRA.



BOOT-MAKING—In top photo, W. A. Hocket of FW Dept. 74 assembles boots and fire curtains for B-58 wing while below are Lela P. Akins, left, and Ida D. Jordon, also Dept. 74, operating special sewing machine which uses special thread with wire center. Machine will sew material up to half an inch thick.

New Fire Curtains in B-58 Wing Okay For Heat up to 500 Degs.

They have put up new curtains in the delta-winged Hustler this spring at Convair Fort Worth, but the curtains will be in style in all seasons and even in temperatures up to 500 degrees Fahrenheit.

They are special "fire curtains" used to seal off the wing equipment tunnel as an additional safety feature, making a fire in the area a remote possibility.

The curtains are made of wire reinforced asbestos material coated with a special Viton A compound developed by DuPont. The Viton coating is chemical and heat-resistant.

Curtains coated with the new material will stand flash temperatures in excess of 1,000 de-

grees Fahrenheit, and will remain flexible and chemical-resistant at sustained temperatures up to 500 degrees Fahrenheit.

Fire curtains previously were coated with Neoprene rubber compound which was adequate in most respects, but lacked the high temperature qualities desired for the B-58.

Fire curtain material capable of standing these high temperatures had not been developed for earlier aircraft, nor had machines for fabricating such curtains been developed, according to Homer Williams, wing group design engineer.

Dept. 74 sewed the detail parts together with a king-sized half-horsepower sewing machine!

Mobile Flight Control Device Will Do 700 Tests in an Hour

(Continued from Page 1) been surprisingly successful," said Liggitt. "In a few words: the thing works."

Additional units will be built for use on the Convair Fort Worth B-58 flight line, and for delivery to the Air Force for use at B-58 bases.

SMU Requires Entrance Quiz

Convair Fort Worth employees planning graduate study in engineering in the Southern Methodist University program must take entrance examinations this summer.

Under the new system, prospective students must successfully complete the examination, file formal application with the graduate office and submit an official transcript of all college or university credits previously earned.

Entrance exams will be given at 8:30 a.m. July 18 and July 25 in Fondren Science Building at SMU. Cost is \$6. Deadline for registration for the first test is July 11 and July 18 for the second.

All pre-registration requirements must be completed by Aug. 1 for students to be considered for the fall semester.

Additional information about graduate study is available from H. C. Anderson, ext. 3541.

In time, plans are to work out procedures by which the unit, in 15 minutes after a B-58 flight, can determine if flight control systems are ready for combat again.

This is because the sequence of test operations is called out automatically by punched tapes running on the unit. The unit, in turn, hooks into the B-58 flight control systems through five cables which carry a total of 290 wires.

Some of these tie into a controller box the operator uses in the cockpit. Lights flashing on the box tell the operator exactly which switches and controls to operate—and when.

If the particular item is functioning properly, the controller box tells him when the test is complete—and what test to run next . . . and so on through the entire series.

"And if the test shows a malfunction, the unit helps technical people to locate the difficulty and speed up corrective action," said Liggitt.

Normally at least one operator would be at the controls of the test unit, and one in the cockpit. It is possible, however, for one man to start the test unit, then go to the cockpit and conduct the entire test himself.

The maze of electronic equipment is contained in a console type trailer about 10 feet long, six feet wide and seven feet high. It weighs upward of 4,000 pounds.

CRA's Council To Be Honored At Clubhouse

Frank W. Davis, Convair Fort Worth manager, will be host at a Convair dinner honoring Convair Recreation Association and CRA Council members Friday, June 26, at CRA Clubhouse.

This is the 10th annual recognition dinner.

Davis will be principal speaker. F. E. Chambers, manager of industrial relations and security, will be master of ceremonies.

Approximately 225 are expected. Invitations went to certain Convair corporate officers and wives, Convair Fort Worth management personnel and wives, CRA Employee Council members and wives and special guests.

Special feature of the evening will be presentation of the Eugene Crosier Award. It will go to the year's outstanding CRA activity. Crosier was assistant supervisor of employee services and an active booster of CRA until his death in 1956.

The affair begins at 6:30 p.m. with a social hour. Dinner is at 7:15. Curley Broyles Orchestra will play for dancing after dinner.

★ ★ ★ RECREATION AREA TO CLOSE JUNE 26

Convair Recreation Area will be closed all day Friday, June 26, as preparations are made for the annual CRA recognition dinner. The area will be open only to invited guests.

FIREMAN ADOPTS ORPHAN BUNNIES

Convair Palmdale had its own little "Chavez Ravine" incident recently while workmen were grading facility grounds.

The ruthless blade of the grader destroyed the home of two infant bunnies who scrambled to safety just in time and were rescued by the grader operator. No trace of their parents was found so the two homeless orphans were taken in hand by a Convair fireman, Art Kelly (Dept. 323-1).

At last report, the baby rabbits were thriving in the Kelly home on raw lettuce, carrots, alfalfa and clover.

MANAGEMENT CLUB TO MEET TONIGHT

Convair Fort Worth Management Club members will meet tonight, June 24, at Ridglea Country Club to hear a talk on "Three Dimensional Confidence."

The speaker, Dr. Kenneth McFarland, educational consultant for General Motors Corp., will discuss experiences and ideas collected during 24 years as a school executive.

Plant engineering, headed by Frank Clayton, will sponsor the session open to members only.

Fire Victim Adds His Thanks to Associates

B. W. Gresham, Convair Fort Worth Dept. 63 fire victim, also has asked *Convairity* to express his thanks to all Convair employees for their help during his recovery from burns suffered in the B-58 fire.

"I especially want to thank fellow employees in Dept. 63," he said. "My family and I really appreciate everything everyone has done for us since the fire."



"Don't worry, Mr. Busch! I'm sure you're going to make it over NOW!"



BIG SWITCH—Here Adona Napier, daughter of G. L. Napier of Dept. 7, makes switch from model airplanes to music.

Champ Retires

Model Plane Winner 'Grounded' As She Turns to Music Career

Model airplane champ Adona Napier, 17, daughter of Convair Fort Worth's George Napier of Dept. 7-0, is permanently "grounding" herself to concentrate on music.

The versatile Adona, whose house runs over with trophies from model airplane contests throughout Texas, hopes to win just as many music medals. They take up less room.

Off to a good start, she just returned from Oklahoma's annual Tri-State Music Festival with a fist full of new awards.

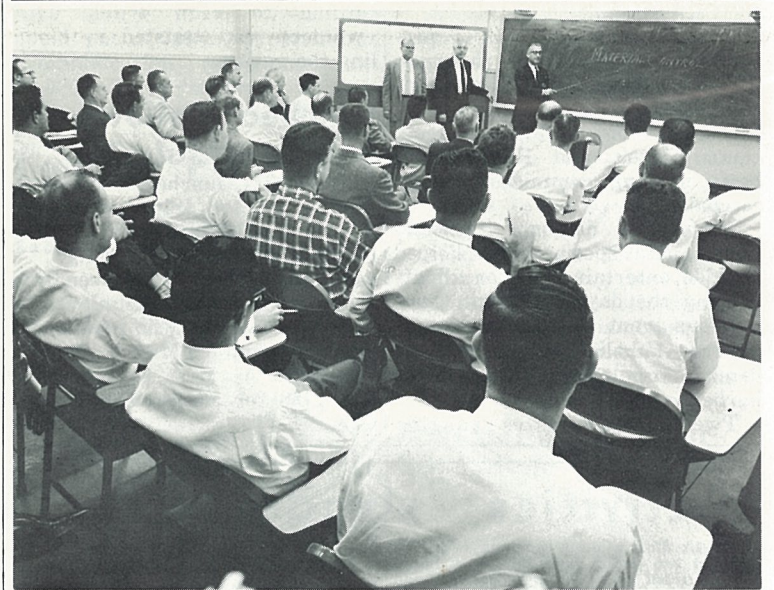
A combination trumpet and voice student, she took third place in first solo trumpet among some 10,000 participants and was chosen first division in her classification in voice.

As result of her outstanding

work at the festival, she's now headed for a free scholarship summer at Kansas University where the Midwestern Music and Art Camp will be in session with over 32 states taking part.

Although this was Adona's first year to win at Tri-State Music Festival, she's been active musically for several years. She was chosen two years for the All Girl Band at Texas Women's University in Denton and received a superior rating at TCU for her vocal efforts in the Federated Music Club contest.

President of the Junior Harmony Club of Fort Worth, Adona is also president of the Bell High School band. Until music became her only thought, Adona was active in competing against men and boys in model airplane races.



MATERIAL CLASS—Material control is subject being presented in material department class at Convair Fort Worth by T. O. Walthall, C. R. Schuler and J. H. Deitzer, at front of classroom. Forty students are in class.

More Than 100 Attending Class On Material Procurement

Some 125 material department supervisors, buyers and follow-up men alternate each Friday at Convair Fort Worth to attend special training courses aimed at advancing professional job-related know-how.

S. E. G. Hillman, manager of material, said plans are now being made to expand the training program for all material department levels and functions.

"In these days of ever rapidly increasing changes," said Hillman, "it is more important than ever before for material procurement and control people to keep abreast of latest practices and techniques."

Buyer and follow-up classes are held both on topics directly related to jobs and on closely related topics. For example, procurement procedures, cost reimbursement type purchase orders, fixed price purchase orders and purchase order termination.

Besides the buyer and follow-up classes, 99 material department people have taken short "package" courses. These include industrial economics, work simplification, leadership training and writing for easy reading.

Nine other employees are taking Convair-TCU in-plant courses, while others yet are enrolled on the TCU campus.

Employees Reminded Of 31-Day Ruling

(Continued from Page 1)

If an employee re-marries, he has 31 days to add his wife and step-children without physical examination.

Any change in the beneficiary of an employee's group life insurance, due to death, divorce or other reasons, can be made only by the employee himself at the employee services section.



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Col. Richard Evans

Evans to Leave Post as Head of B-58 Test Force

The first Strategic Air Command officer ever to fly a B-58 Hustler supersonic bomber is leaving the B-58 Test Force.

Col. Richard E. Evans, deputy commander of the B-58 Test Force at Carswell AF Base since June in 1958, will be succeeded Aug. 15 by Col. James K. Johnson.

Colonel Evans, in addition to being deputy, was commander of the 3958th Operational Evaluation and Test Squadron. The squadron flies test model B-58s.

Colonel Evans began his Air Force career in 1939 and won his wings in 1940 upon completing flight training at Randolph and Kelly Fields, Texas.

His successor will come to Carswell from Forbes AFB, Topeka, Kan., where he commands a squadron of RB-47 reconnaissance bombers.

Donors of Rare Blood Quick to Answer Appeal

Within 22 minutes after being notified, three Convair Fort Worth people with rare blood types were on their way from the plant to Johnson County Memorial Hospital 35 miles away in Cleburne to help a fellow employee.

The Johnson County Hospital had exhausted its supply of the rare type A negative that morning at 3 a.m. and had called upon Fort Worth hospitals with no success. Only one pint could be located.

"The hospital called me about 8:30 a.m. that morning," said M. A. (Milt) Stewart, CRA welfare commissioner. "We thumbed through our blood files and had three donors on their way by 8:52 a.m."

Stewart and the donors arrived within the hour at the Cleburne Hospital, where doctors and lab technicians were waiting.

Since then several other Convair people have been helping on the case. Instead of making the trips to Cleburne, they've been going to All Saints Hospital blood bank.

"This is a good example of how efficient our Convair blood system works," Stewart commented. "We've had more than 16,000 pints furnished Convair employees and their immediate families since the operation began ten years ago."

Employees willing to list their names for possible blood donations if called upon to assist a fellow Convair employee are invited to sign up at CRA office or with Stewart.

'Silk Stockings' Stars Entertain At CRA Dinner

(Photos on page 6.)

Convair Fort Worth CRA Council members witnessed a "command performance" as stars from Casa Manana's "Silk Stockings" dropped in to entertain at the tenth annual Convair recognition dinner for CRA.

Division Manager Frank W. Davis handed out everything from verbal bouquets to an "electric chair" as he lauded council members for a job well done.

Pointing to outstanding CRA events throughout the year, he recalled last fall's Con-Fair which drew more than 17,000 people, and the plantwide Easter egg hunt.

The CRA astronomy club was commended for work on its astro-dome and telescope, and bouquets were thrown to the new ranch shelter scheduled to open sometime in September. Plans were also mentioned for a proposed CRA Theater.

Davis, host for the dinner honoring the council, presented M. A. (Milt) Stewart with an "electric chair" to recognize his service as CRA president. The chair is a "relaxing vibrator."

"I certainly do appreciate this," Stewart said with his acceptance. "There isn't any gift more appropriate for an outgoing CRA president."

Stewart added that the CRA Council, with help of Convair management, had one of its most successful years.

The annual Eugene Crosier Award for CRA's top activity was presented to Commissioner B. T. Frost of the boating and skin diving club.

Finn Wahl, new CRA president, presented Davis a western style hat as a gift from the council. Remainder of the evening was filled with dancing to music of Curley Broyles' orchestra.

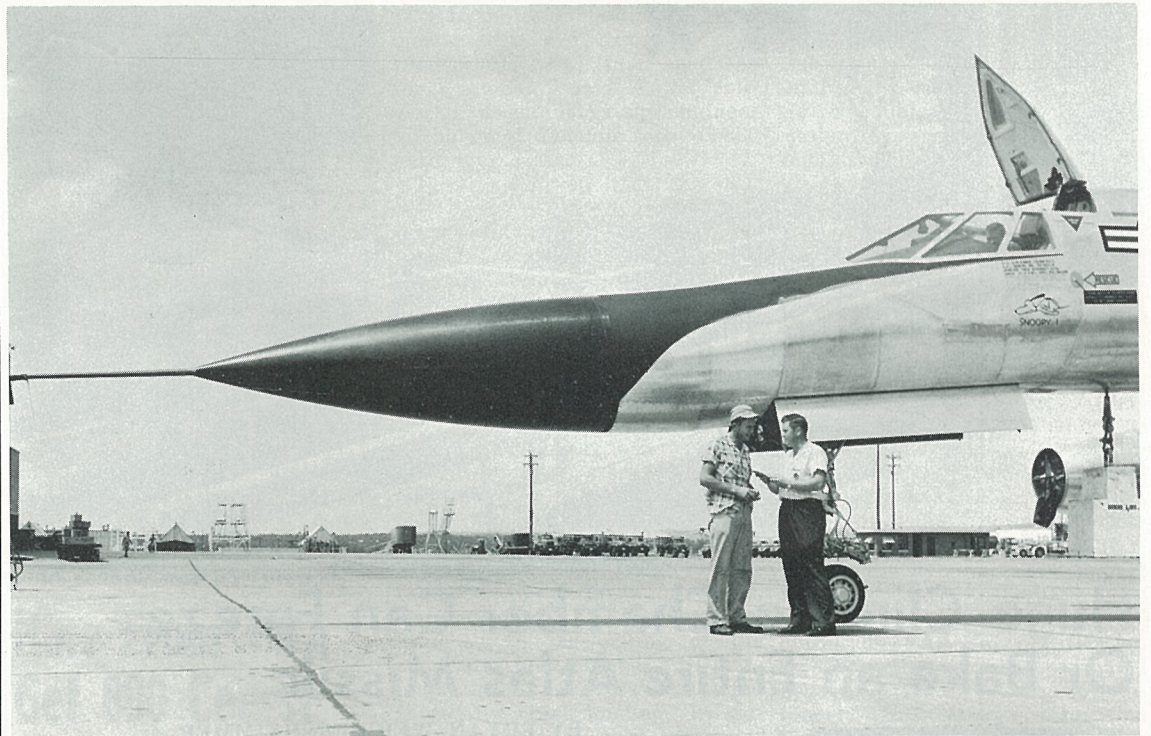
As a surprise feature, stars from Fort Worth's Casa Manana "Silk Stockings" musical performed for guests.

Director Michael Pollock brought along principals Virginia Martin, Mace Barrett and Sylvia Miles, who did informal numbers from such shows as "Oklahoma," "South Pacific," and "Brigadoon."

The dinner is an annual affair and gives management an opportunity to formally recognize the hard work and imagination that have marked CRA Council efforts during the past year.



RECORD-BREAKER—J. D. Keel of Dept. 21-2 recently received record Employee Suggestion award of \$3,191.50, half payable now and balance if savings still are being realized after six months. Roy Gallagher, spares manager, is handing over checks totaling \$1,595.



SNOOPY—Convair B-58 Hustler, modified at Convair Fort Worth with radome which will be used for testing F-108 control systems, results in "drooped snoot" effect. Left to right, W. C. Cogburn and Assistant Foreman A. J. Meyers Jr. check ship prior to test flight.

Material Man Earns Record \$3,191 Award

Largest Employee Suggestion award ever made to an individual Convair employee was approved last week at Convair Fort Worth for J. D. Keel of material.

Total award, if savings are still being made at the end of six months, is \$3,191.50.

First installment Keel received was made up of four checks totaling \$1,595. It was presented by Roy Gallagher, spares manager.

Keel's suggestion was to eliminate duplication of work by reducing the number of forms required on numerous operations.

"This not only reduces duplication of effort," said M. J. Scott of the suggestion section, "It also tends to speed up and increase efficiency of our operations."

Estimated first year savings as result of Keel's bright idea are \$31,915.

Other big winners in the ES program recently—all with \$100 awards or more—are: G. C. Williams, Dept. 81; J. D. Cusack, Dept. 64; W. W. Scoggins, Dept. 46; J. V. Curry, Dept. 33.

A. H. Phagan, Dept. 31; J. C. Sanders, Dept. 28; J. L. Alford, Dept. 14; B. R. Fisher, Dept. 27; L. O. Gabbert, Dept. 25; H. B. Weddell, Dept. 14; T. R. McAlindon, Dept. 6.

Long Nose Added To B-58 For Role In F-108 Program

A modified supersonic B-58 Hustler with a king-sized nose was due to be in flight operations at Convair Fort Worth this week in preparation for later F-108 fire control systems tests.

Dubbed "Snoopy" after the canine character of the same name in a syndicated cartoon strip, this modified Hustler literally got a face lifting.

Hughes Aircraft, makers of North American's F-108 fire control system, chose the supersonic Hustler for tests because its altitude and speed are closer to the interceptor's than any other operational aircraft.

According to W. A. Bratton, assistant project engineer, the "droop snoot" effect resulted from a number of factors: to achieve aerodynamic efficiency, to accommodate larger-size radar "dish," and to retain adequate visibility for the pilot.

He said all of the Hustler's bomb-nav equipment had to be removed as well as many instruments. These items will be replaced with F-108 equipment.

"Since the plane couldn't hold all of the equipment, an exterior pod also was designed to house Hughes 'black boxes,' the cooling system, etc.," he added.

Bratton says the modification will extend through the latter part of next month.

★ ★ ★

Delivery of a specially designed electronic instrumentation pod to support the test program for the Air Force's F-108 was completed at Convair Fort Worth recently.

The pod, designed by Convair Fort Worth engineers and built by development department crews, went by air to Hughes Aircraft Company, Culver City, Calif., for installation of additional instrumentation.

In August, a modified B-58 will take another similar pod to Hughes, then to Edwards AF Base where testing will be continued.

"Testing is to check out as completely as possible the fire control system for the F-108," said W. A. Bratton, assistant project engineer.

John Jerotz, Hughes engineering representative, is assigned to Convair Fort Worth during the F-108 test bed pod program.

Ninety Member 'Quality Crew' On B-58 Named

(Photos on page 8.)

Lucky 13, a B-58 Hustler with four successful pod drops over Holloman AFB range in New Mexico, also brought luck to its 90-man Convair Fort Worth service and maintenance crew.

The three groups (one on each shift) composed the first "quality crew" and members are now sporting new quality crew caps and lapel pins. They are from Depts. 29, 6, 64 and 75.

According to Verl Evans, project liaison in Dept. 64, the crew is planning to put a quality decal on the aircraft.

The first quality awards were presented to the Lucky 13 crew by Division Manager Frank W. Davis and B. G. Reed, assistant division manager.

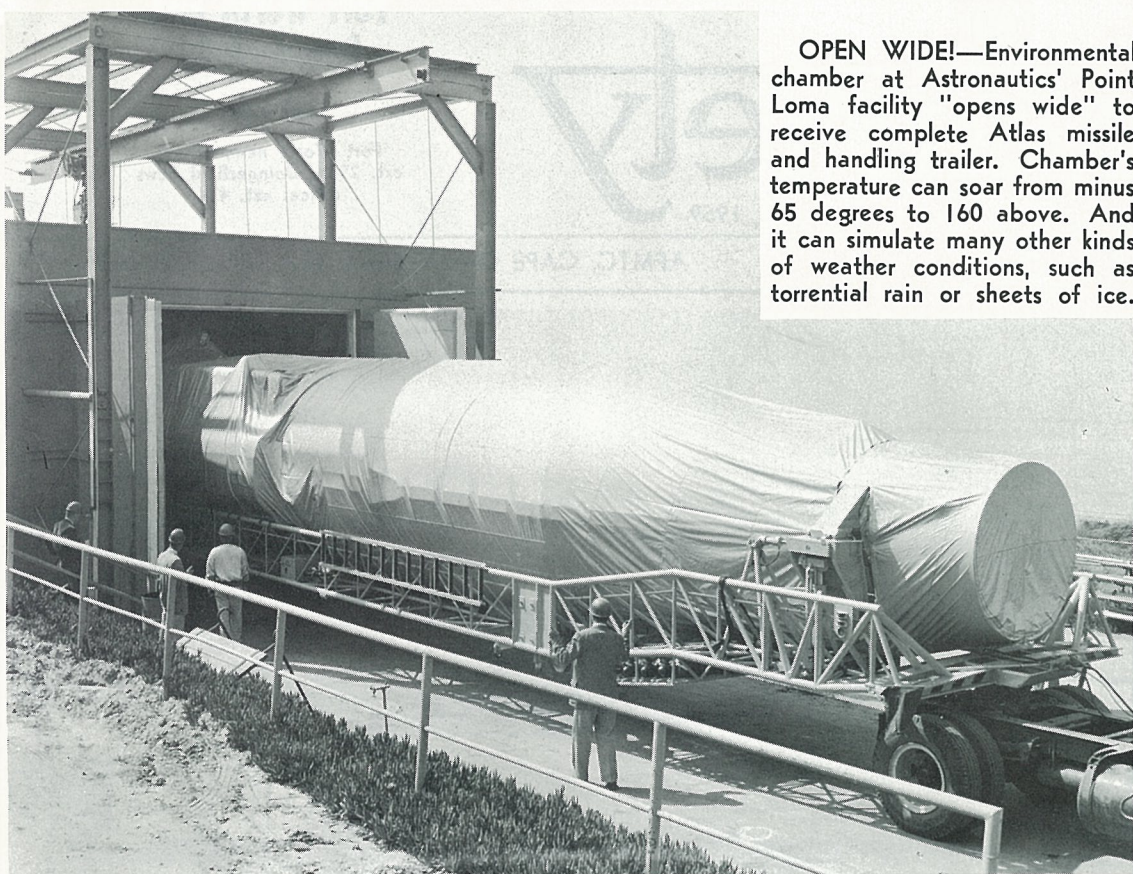
Children's Hospital Gets Con-Trib \$500 For Therapy Program

Five hundred dollars from Convair Fort Worth's Con-Trib-Club went to W. I. Cook Memorial Hospital Center for Children last week in support of the Red Cross occupational therapy program there.

This was Convair's third such gift. All supplies used by the volunteer Red Cross arts and skills group workers for children at Cook have been underwritten by Con-Trib.

Because of volunteer work and Con-Trib money, afflicted youngsters are not charged for instruction and entertainment through the program.

Total number of Con-Trib dollars that have gone to Cook hospital from Con-Trib is \$6,250.



OPEN WIDE!—Environmental chamber at Astronautics' Point Loma facility "opens wide" to receive complete Atlas missile and handling trailer. Chamber's temperature can soar from minus 65 degrees to 160 above. And it can simulate many other kinds of weather conditions, such as torrential rain or sheets of ice.

Huge 'Climate' Chamber Can Freeze Or Bake an Entire Atlas Missile

BY BRYAN WEICKERSHEIMMER
Convairity News Editor, Astronautics

Creating sub-zero cold, tropical heat or duplicating maximum temperatures present when an Atlas missile blasts off are every day chores to a select group of Convair Astronautics men.

These feats are performed regularly by Astro personnel assigned to its Point Loma test site near San Diego.

Since 1954 when Point Loma became the first Atlas missile test site, they have simulated just about every conceivable operation involved in the Atlas weapon system and its support equipment.

Toward this end, Astro has assembled at Point Loma one of the greatest arrays of missile test equipment known to the free world. Some of the jigs and fixtures used are common to all test programs, others have been fashioned specifically for the Atlas program. All are "tools" of the test engineer.

Latest addition is a unique environmental chamber.

Measuring 89 feet long, 20 feet wide and 16 feet high, the chamber can hold an entire Atlas missile and its handling trailer. Or it can be used on single components or groups of components.

The chamber can be turned into a giant "refrigerator" with interior temperatures of minus 65 degrees. And it can become an "oven" with up to 160 degrees heat and 95 per cent relative humidity. A sprinkler system can produce high humidity or icy conditions as required, or it can make "rain" at the rate of five inches an hour. The chamber can also "brew" its own air supply. Closed circuit television makes observation of special areas possible, while peep holes from the

control room add to visibility.

However, most large tests require entering the chamber. For these special cold weather gear or asbestos suits are used as necessary. The latter contain their own hose couplings for fresh air.

Current tests are being made on an Atlas handling trailer. All working parts are being checked under temperature extremes. In time, Astro plans to demate, then remate, an entire missile during tests. In the planning stage is a program involving test of a complete van-like missile check-out trailer.

Another building at the site is used for separation tests. Systems which normally break away during flight are hoisted together to the top of a tower. Below, like a giant fish net, is a catching device. Inch-thick rope strands form a strong, web-like netting. About 160 feet in circumference, the net is secured on posts, can be raised and lowered. During tests, as cameras record each step, the break away items are separated, the lower section falling into the net below. In this manner, the same units can be retested time and again.

A smaller building boasts a power sub-station large enough to supply 100 normal homes. It is used for thermodynamic tests.

More than 1,800 heat lamps, arranged in banks, are placed scant inches from the test section. As power is increased, they become concentrated heat sources, duplicating and exceeding temperatures present as the missile builds itself to full speed after blast off.

Aerodynamic tests were performed in much the same way, with small hydraulic cylinders exerting pressure at various points.

Other tests in this area involved umbilical cord operations. Towering above all other structures at the site is a facility for conducting fuel flow tests on many types of Atlas tanks.

Liquid oxygen is allowed to flow via a special trough to the ocean nearby. The resulting vapors create a ghost-like fog often visible for miles around.

SD's Garner Green Attends Testimonial

Garner G. Green, chief structures engineer at Convair SD, was one of the speakers at the recent testimonial dinner held in Los Angeles for Dr. Alfred S. Niles, retiring aeronautical structures professor at Stanford University.

A member of Dr. Niles' first class at Stanford, Green spoke on the well-known professor's early days in aircraft at McCook Field, now Wright-Patterson AFB.

Convair FW Builds Test Duct For Powerful 'Atom Smasher'

Convair Fort Worth may soon be producing some of the components for a 12½-billion electron volt synchrotron "atom smasher" being built in Argonne National Laboratory near Chicago.

A test section of ducting for the inner vacuum chamber of the synchrotron was shipped to Argonne last month.

When the design and fabrication is checked out, Convair hopes to win a contract to fabricate the complete ducting system.

"Convair has a head start in this work because of our prior experience both in nuclear work, and our work in bonding large metal and fiber glass parts on the B-58," said Bob Thompson of manufacturing research and development.

The synchrotron will be used to bombard atoms with electrons that have been speeded up to near the speed of light—186,000 miles per second.

This is done, Thompson explained, by injecting a stream of electrons into the vacuum chamber, then pushing them along by "squeezing" them through an electromagnetic field much as an orange seed can be shot across the room by squeezing it between the thumb and fingers.

The test section was only three feet long. But the production ducting will be 54 feet long and will arc. Eight pieces will join together to form a circle 150 feet

in diameter.

The ducting is made of stainless steel and plastic laminate joined in such a fashion that they will hold a near perfect vacuum.

Assisting manufacturing research and development engineers on the project were engineering department's nuclear engineers and materials and processes engineers. Tooling was made by Dept. 81-08. Actual fabrication was performed by the radome section of Dept. 35.

Visitors to SD See 880, F-106

Delegates to the 12th assembly of the International Civil Aviation Organization now meeting in San Diego saw Convair's 880 jet transports and F-106 all-weather jet interceptors move down production lines on their tour of Convair San Diego plants this week.

B. F. Coggan, Convair vice president and San Diego Division manager, welcomed the 120 visitors in the 880 mockup building before the tour Monday (July 6) through Plants 1 and 2. They were briefed on the 880 jet transport by C. G. Wolcott, domestic sales manager.

Delegates to the 30-day assembly of ICAO, an United Nations agency, represent 74 member nations.



ATOM SMASHER—Bob Thompson, left, and J. C. Perry make final inspection at Convair Fort Worth of test section duct destined ultimately for use in "atom smasher" at Argonne National Laboratory near Chicago.

TV Tape Recorder Used To Preserve B-58 Data

Television networks—with their new video tape recording systems—have nothing on Convair Fort Worth.

Identical video tape recorders are getting trial runs this month to adapt them to record test data on electronic countermeasures systems on the B-58 Hustler supersonic bomber.

Convair's two recorders are the same as those used by national TV networks to tape both picture and sound for rebroadcast.

But at Convair Fort Worth, they're used to record and preserve ground radar data obtained during vital B-58 flight tests.

The tapes can be played back immediately—or at a later date—to enable engineers to study re-

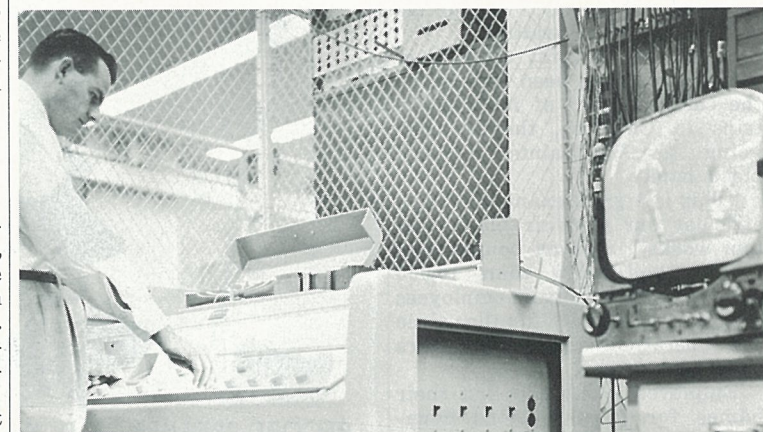
sults as long as may be necessary.

"The video tape process will result in considerable time and cost savings in the B-58 flight test program," said H. T. Stuckler, electronics laboratory supervisor.

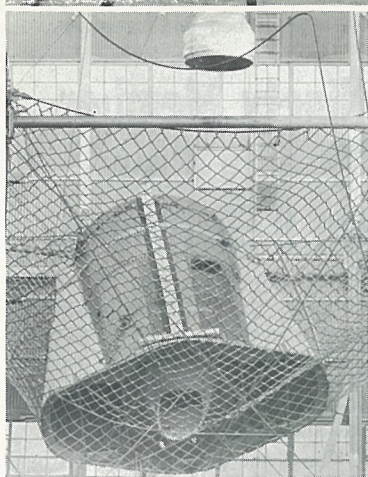
"Now that test results can be recorded and studied later on the screen, Hustlers won't need to make as many test runs against ground radars as before."

One of the Convair recorders is located in the electronic systems lab, and the other is to be used in a mobile trailer unit.

Two of the laboratory engineers, D. D. Johnson and A. C. Baswell Jr., are performing modifications on the recorders.



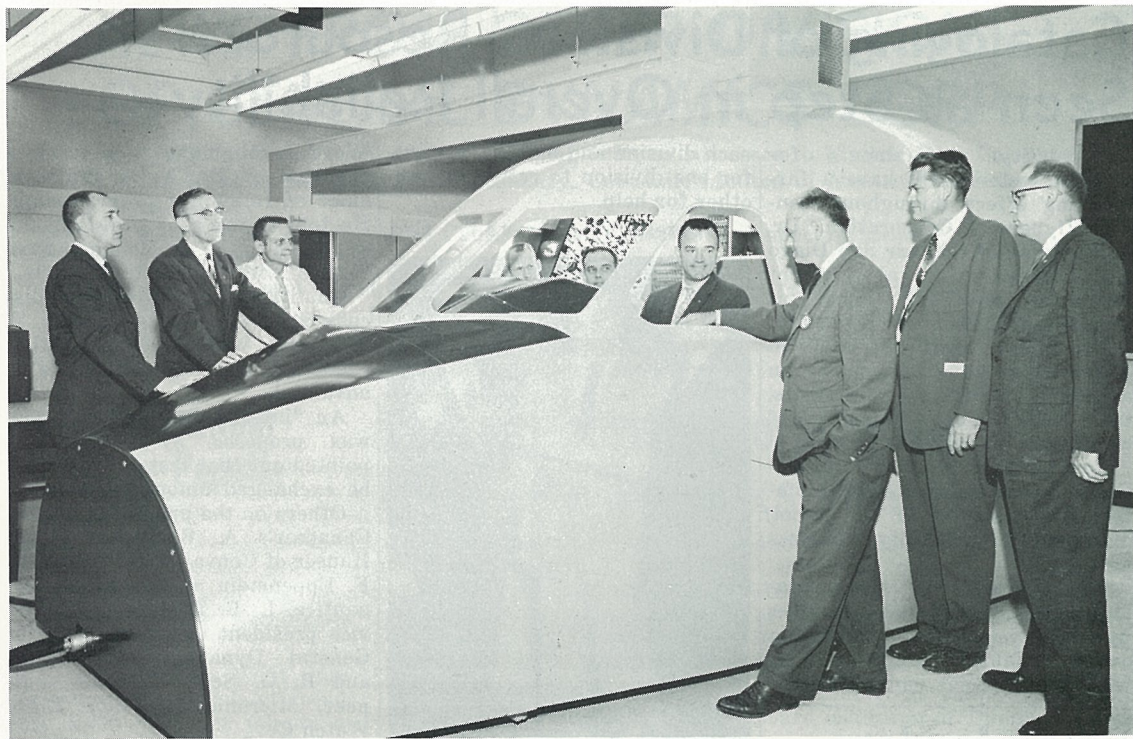
CONVAIR TV—Convair Fort Worth's D. D. Johnson, aerophysics engineer, "rebroadcasts" major league ball game in test of new video tape recorder. Recorder is used in B-58 flight test program.



TESTING—At top are V. W. Palmer and W. J. Harden, both Astro Dept. 756, in asbestos suits for hot work inside environmental chamber. Below, section of missile that normally breaks away in flight takes planned "tumble" into net. Latter operation is conducted in special building where cameras record action. Net prevents damage as sections practice breakaway.



HOT! HOT!—R. C. Hinck, group engineer in charge at Point Loma facility, makes note beside one of many batteries of heat lamps.



FIRST "GRADUATES"—Grouped around cockpit procedures trainer at Convair SD are TWA personnel, first customer class to complete Convair 880 training course in preparation for delivery of first plane this fall. Left to right are G. A. Hibbeler, E. S. Gooch, J. R. Mueller, M. S. Antes, J. J. Harris, J. B. Buckmaster, C. L. Johnson, Convair SD production flight engineer-instructor, H. C. Claxton, and W. W. Williams. D. M. Crowley, manager TWA ground school, was not present.

New Harness, Ejection Seat For B-58 Tested

A new harness for the B-58 Hustler ejection seat was due back at Convair Fort Worth this month after exhaustive tests at Philadelphia Naval Yard.

Principal feature of the refined and improved seat is a harness of straps which holds a crewman's arms, legs and body firm as he ejects from the aircraft.

Another new device automatically holds the crew member's head steady during ejection.

The suit is believed to be the first in the industry to incorporate the new type rigging.

It was tested in the Air Crew Equipment Laboratory in Philadelphia as another step toward an improved escape system for B-58 crews.

Harness previously had been tested in actual flight four times. This was from the aft seat of an F-94 flown in test flights by Wright Air Development Command.

Further tests will be at Convair Fort Worth and the Air Force's Hurricane Supersonic Research Site sled track in Utah, according to J. E. Hickok, project test engineer.

The seat features a rocket catapult as well as the new type harness.

"The rocket catapult system is a significant improvement over the present ballistic type," said Tino Sierra, project design engineer.

"The rocket catapult ejects the crew member up—and then forward. It also sends the crewman higher to assure safe clearance of the aircraft, and improves safety in low altitude ejections."

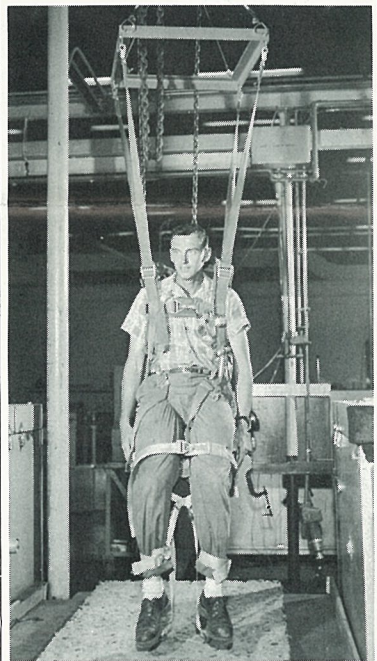
At all times while crew members are in the B-58, they'll be "hooked up" to the new harness. The harness, in turn, is attached to a survival kit fastened to the parachute.

To eject, the crew member pulls on seat hand grips to ready the harness for ejection. He then needs only to squeeze one trigger. Milliseconds later the rocket motor fires up and the man is riding a "flying seat."

At a safe distance from the aircraft, the lap belt opens, the seat falls away and the parachute automatically opens—if the pilot is below 15,000 feet. If above that altitude, a special device

checks opening of the parachute until the crew member free falls to 15,000 feet.

Development of the new seat is the prime responsibility of the furnishings design group in engineering which reports to Max Martin. Flight test and engineering test lab personnel are responsible for testing.



IN HARNESS—Floyd Foreman, Dept. 36, demonstrates position B-58 crewmen would be in while descending in parachute.



CHECK-OUT—J. E. Hickok, seated, and R. L. Roper, both Dept. 6-7, check out leg restraints and other equipment on new type B-58 ejection seat.

Nine From TWA Get 880 Course

Nine TWA training personnel, who will indoctrinate TWA flight crews, flight engineers, and pilots in operation of the Convair 880 jet transport, have completed the first customer training course given by production flight department at Convair SD.

The five-week course, which ended July 2, covered general familiarization, systems operations, flight characteristics, and aircraft performance, said P. H. Selby, flight training supervisor.

Included in the intensive course was ten hours per man in the 880 cockpit procedures trainer. "All of our first 'students' expressed themselves as greatly impressed with the value of the trainer," said Selby.

Part of the group, together with several TWA performance engineers, are remaining at Convair SD this week to make up a class of ten for a one-week performance engineering course given by SD aerodynamics group.

Convair men, all production flight engineer-instructors, presenting 880 material are C. L. Johnson, who teaches instruments, electronics, electrical; L. J. Rice, fire detection and extinguishing, fuel systems, power plant; W. B. Van Houten, airplane general, flight controls, emergency equipment; C. J. Falkenthal, hydraulic and adverse weather systems, air conditioning and pressurization; L. M. Norton, aircraft performance and flight characteristics. L. W. Hughes is training coordinator.

Novel Shock Absorbers Protect 'Passengers' in Simulated 880 Crashes

A giant "swing" has been tossing passenger seats of the Convair 880 through the air with crash landing force.

"But the dummies in the seats during tests are absorbing only what would result in a headache for a human," said A. R. Vollmecke, assistant group engineer in charge of dynamic tests of 880 passenger seats.

Results showed that the 880 seat backs will crush before passenger injury could occur, explained Vollmecke, easing the effect of rapid deceleration.

Seats for the 880 jet transport, being made by National Seating Co. of Mansville, Ohio, will be of an improved ductile sheet metal design. The material yields enough to allow impact to spread over a large area.

Rubber and steel dummies, weighing 170 lbs. each, have been belted into seats made to production specifications by Convair SD experimental department. Seats, fastened to a large platform, were dropped via a pendulum attached to the ceiling of the structures test lab at the SD seaplane ramp. Forces simulated those of a crash landing. In static tests the seats were put under down loads which would be experienced in an extremely hard landing.

An accelerometer measured the force with which the dummies hit the seat backs at time of impact.

"Early indications of the head impact test program are that the seat back design for the 880 is even safer than that used in the Convair-Liner 340 and 440, which was recognized as a standard of safety throughout the aircraft industry," remarked H. A. Mellinger of the 880 project office.

Under test along with the seats are the seat energy absorbers developed by Mellinger and George Hendry (Dept. 6-5). Attached to

the seat belts the energy absorbers are designed to reduce loads two and three times over short periods of time by absorbing the crash impact force.

Object of the Convair-developed units is to keep the loads in any emergency situation below 9g (force equal to nine times the combined passenger-seat weight), maximum load under which seats are required to endure on the 880.

The seat energy absorbers are to be in use only when needed—that is by reducing short interval high forces in the range of 15 and 20g to the relatively safe levels between 7 and 9g, said Mellinger.

"The only way to keep passengers safe is to keep them in the seats and the seats firmly attached to the plane," he emphasized. "The energy absorbers will disperse forces which, otherwise, might rip seats from their moorings and toss occupants about."

Both the dynamic head impact tests and static tests have been conducted under conditions required by FAA for certification by structures lab personnel headed by W. E. Wise, group engineer. Crash energy absorption tests were part of the Convair SD research and development program beyond FAA requirements.

"Our goal is to provide 880 passengers with the very safest seat it is within our power to construct," Mellinger concluded.



Robert Smith Shifts to GO

Robert F. Smith, chief of educational services at Convair Astronautics since October, 1958, has joined the General Office staff as an assistant to R. H. Biron, Convair vice president-administration.

He replaces M. G. Burland who has left the company.

Pending selection of a replacement at Astro, Smith will continue to direct educational services activities at that division.

Smith has spent most of his life in Southern California. He attended grade and high schools in San Diego and received degrees from the University of Southern California (B.A. and B.S.) and UCLA (M.B.A.).

Prior to joining Convair last year, Smith served the Air Force and various private businesses as a consultant on management development and other educational matters. He was also an administrator in UCLA's Institute of Industrial Relations and had been supervisor in employee relations for Ryan Aeronautical Co.

Convair FW Visited By Graduate Nurses

Fourteen graduate nurses working toward bachelor of science degrees in nursing at TCU and Harris Hospital got a glimpse of industrial medicine in action recently when they toured Convair Fort Worth's medical facilities.

Dr. J. K. Leverett, chief physician, and Margaret V. Crouch, head nurse, hosted the nurses and took them on a tour of the plant's dispensary and to one of the assembly line first aid stations.

ASTRO MAN NOW CALIF. GUARD MAJOR

William Hedrick of Astronautics' engineering was recently promoted to the rank of major in the California Army National Guard. Hedrick is radar officer of the 114th Anti-Aircraft Artillery Brigade at Camp Elliott.

"CRASH" LANDING—Rubber and steel dummies take beating as they undergo simulated crash landings to test safety features of Convair 880 passenger seats. Upper shot shows "passengers" in seats bolted to platform before being swung pendulum fashion in recent dynamic tests.

Reliability Section In Operation at FW

Quality control reliability activities at Convair Fort Worth are now being handled by the newly created Dept. 27-7.

The new section, under supervision of D. W. Ascherin, is administratively responsible for the collection, analysis and reporting of reliability data on B-58 sub-systems.

Growing emphasis being placed on reliability necessitated formation of the new section.



LOVELY—Holley Susens, 17, daughter of Fort Worth's William Susens, was crowned "Miss CRA Health Club" recently. She is senior at Amon Carter Riverside High and top English student and drum majorette.

Convair Nomenclature Changed For Internal Communications

A number of changes in nomenclature to be used in Convair internal communication were announced last month in Convair Notice No. 81.

These changes will be incorporated into all practices, notices and manuals, as revisions are being made. However, for the present the titles themselves of Division Standard Practices and other presently named existing manuals will not be changed. An exception will be the Convair Management Manual, which will now be called the "Convair Supervisory Manual."

Changes listed are:

"Corporation" or "Corporate" will be used to refer to General Dynamics Corporation. The term "company" will not be used in referring to either Convair or General Dynamics Corporation.

"General Offices" (or "Convair-General Offices") will be used to refer to Convair's top management offices.

"Operating division" will be used to refer to any one of the

five major operating facilities of Convair.

Position titles in internal communications will refer to titles of Convair positions, unless otherwise specified.

"Convair (or General Offices) Executive" and "Convair (or General Offices) Staff Executive" will be used to identify personnel having titles as defined in CSP 10-2.

"Manager" will be used to refer to the manager or Convair Executive in charge of an operating division, e.g., "Vice President and Manager Convair-Pomona," etc.

As mentioned above, "Convair Supervisory Manual" will refer to the booklet formerly known as the "Convair Management Manual."

"Convair Notice" will refer to Convair's system of announcements at the General Offices level.

At the operating division level, Convair's system of announcements (formerly "Division Notices") will be titled as follows: "Convair-Pomona Notice," etc.

"Division Standard Practice" will continue to be used to refer to Convair's standard practice system at the operating division level. At a time at each operating division when it is practical to convert the titles of DSPs to operating division Standard Practices, the titles to be used will be: "Convair-Pomona Standard Practices," etc.

Other Convair manuals containing the words "Corporate" or "Division" in the title will be converted by using "Convair" at the General Offices level and "Convair-Pomona," etc., respectively, at the operating division level. This conversion will be made as these manuals are revised under normal procedures.

The phrase "among (or between) operating divisions" will be used instead of "inter-division."

The phrase "within Convair" will be used instead of "intra-company."

The phrase "within Convair-Pomona," etc., will be used instead of "intra-division."

Instructions concerning nomenclature to be used in external communications will be issued at a later date, the Convair Notice stated.

Cataloging of Divisions' Resources Seen as Step in Overall Reliability

Reliability requirements for weapon systems will have a far-reaching effect throughout General Dynamics Corporation, Dr. A. M. Small of Convair San Diego told representatives at a recent corporate reliability panel at Stromberg-Carlson in Rochester.

Dr. Small, staff specialist in engineering, gave a synopsis on reliability specification contents, then led an open discussion of what must be done.

Convair Fort Worth's J. Y. McClure, manager of quality control and chairman of the panel, discussed the reliability resources manual.

He pointed out that cataloging all corporation resources by division will help in handling overall reliability programs. This will show special capabilities of

each division and make it possible for one division to call upon another for help.

Progress in Convair Fort



RELIABILITY—Studying agenda for reliability panel meeting recently in Rochester are: left to right, J. Y. McClure, Convair FW, panel chairman; John J. Riordan, of Office of Assistant Secretary of Defense; L. B. Richardson, senior vice president of General Dynamics.

Worth's reliability program was reported by Dr. N. H. Simpson, chief of reliability programming. He told of the B-58 program, the approach to the problem and gave results with illustrative charts.

Qualification testing was discussed by Convair Pomona's T. A. Vogel who emphasized that Convair's work in this field is advanced.

An "interchange of data" plan was proposed by Vogel. He pointed out that test results could be exchanged among divisions.

Others on the program included Canadair's A. B. Oxley, G. R. Hauser of Convair Fort Worth, H. F. Eppenstein of Convair Astronautics, L. B. Richardson, senior vice president of engineering for General Dynamics Corporation, and R. G. Schimpf, chief engineer, Micronics Division, Elgin Watch Co.

Also, D. R. Archibald of Convair Astronautics, S. M. Truex, office of maintenance engineering and Assistant Secretary of Defense, and J. J. Riordan, staff director for inspection and quality control, office of the Assistant Secretary of Defense.

Other Convair Fort Worth people attending were J. M. Murphy of the electronics design group and J. L. Coburn, chief of reliability vendor coordination.

Next panel meeting will be in September at Astronautics.

Subcontractors Get 880 Data

Latest material on the Convair San Diego 880 jet transport compiled and developed for customers by SD transport service personnel is being incorporated in training courses given by subcontractors in other parts of the country.

To give 880 customers the same material with the same approach, said Don Maxion, regional field representative (Dept. 15-4), interchange of information has been effected between Convair SD and manufacturers of 880 components. For instance, text and diagrams compiled by Harry Ed-dis, Ed Buckman, and Bob Fitzgerald of Convair SD are being used intact in courses on the 880's electrical systems given by General Electric Co. at Waynesboro, Va.

Several instructor personnel of the G. E. engine school at Cincinnati, Ohio, headed by E. J. Goetz Jr., supervisor of publications and training, were at Convair SD in June for the second 80-hr. course to be given a G. E. group. Information covered installation of the CJ-805-3 engine, engine build-up and systems which receive operating power from the G. E. engine.

Nuclear Plane Parley Held

Members of the Scientific Advisory Committee to the Chief of Staff of the U. S. Air Force conferred at Convair Fort Worth June 26 on the nuclear powered aircraft program.

Convair Fort Worth was chosen by the Air Force in March to design the nation's first atomic powered airplane.

The committee of 13 members is headed by Courtland D. Perkins, chairman, and Colonel Clyde D. Gasser, USAF, secretary. Robert A. Widmer, Convair Fort Worth's chief engineer, is a consultant to the committee.

The group came to Fort Worth from Cincinnati, Ohio, headquarters of General Electric's nuclear engine project. G. E. is teamed with Convair on the project and has the job of building the atomic powerplant.

All Different

'Old School' Caps Are Various Among Nurses at Convair SD

Only two of the 20 nurses who watch over Convair San Diego people are entitled to sport the same type of perky headgear.

Nineteen different styles of caps, ranging from fluffy organdy to tailored stiffly-starched linen, some with large points, small points, black velvet stripes, are worn by Convair SD's efficient corps of nurses.

Designating the school from which each girl has been graduated, the only two who finished from the same hospital—and thereby wear the same kind of caps—are Jeanette George at Plant 1 and Ida Hunt at Plant 2. They both took their training from Ancker Memorial Hospital School of Nursing at St. Paul, Minn.

"Our nurses have come to us from 14 different states, from Washington to Florida and from California to New York," said Frances Collier, head nurse who is a graduate of St. Mary's Hospital School of Nursing, Kansas City, Mo.

"And, though they have been trained by as many different schools as there are nurses, every one of ours is extremely well qualified for the specialized industrial work. The same high standards of nursing are maintained at Convair as at any hospital with the same code of ethics observed," she continued.

In fact, as Mrs. Collier pointed out, nurses at Convair SD must have a diversified training to be able to handle the different types of work required including X-ray, laboratory work, physiotherapy,

physical exams for hazardous work, in addition to first aid in emergency cases.

Besides Mrs. Collier, nine nurses are assigned to SD Plant 1 while seven are at Plant 2, and two stationed at Rose Canyon. One, Georgette Horton, divides her time between Plant 1 and Plant 2 on the third shift.

Dorothy Chesler, assistant head nurse, has been at Convair SD the longest consecutive period of time, having joined the company in July, 1942. Mrs. Collier also has been with Convair SD since 1942 but has not been here the entire time.

Atlas Missile Goes to Paris

A 52-ton Atlas missile recently crossed the Atlantic for the first time to make its European debut at an air show June 12-21 in Paris.

Dismantled into major sections, the Atlas was flown to Europe aboard a giant C-133 cargo plane, departing from Westover AFB, Mass. and arriving at Le Bourget Airport in Paris.

The huge intercontinental ballistic missile was part of a U. S. Air Force display at the 23rd annual International Air Show in Paris. Thirteen nations, including the Soviet Union, had exhibits.

The same Atlas has also appeared in exhibitions in Dallas and Las Vegas. It has been modified to allow visitors to walk inside the base.

Crash Rescue Talks Popular

J. A. Hitch, Convair SD technical representative at George AFB, Calif., is responsible for introduction of a program on crash rescue which is proving popular with civic and military groups in the area.

So far he has given the talks to 16 organizations, including fire departments, local and state police, California and U.S. Forestry Service, George AFB, Nellis AFB, March AFB, and Marine Corps Base at Barstow. Other groups are asking for similar programs.

Points covered are normal entry into the F-102A cockpit, emergency entry, release of pilot from seat belt, removal of pilot to prevent personal injury, general layout of the F-102A with emphasis on fuel location and armament, chemicals for use in aircraft fires, best approach to aircraft for fire trucks and personnel.

Accompanying Hitch on his presentations have been personnel of the 329th Fighter-Interceptor Squadron.



CAPPED CIRCLE—Clockwise, Convair SD nurses, Jeanette George, Evelyn Carson, Dorothy Scrivener, Helen Werdelman, Olga Fort, and (in center) Frances Collier, show different styles of nurse's caps, each representing a different school for universal identification. Nineteen schools are represented by Convair SD nurses.

NEWS FROM OTHER DIVISIONS OF GENERAL DYNAMICS CORP.

General Dynamics Corporation, created in April, 1952, as successor to Electric Boat Company, is composed of six divisions and a Canadian subsidiary, Canadair, Limited of Montreal, airframe builders. The divisions are:

- Convair, head offices at San Diego, Calif., aircraft, missiles and space systems.
- Electric Boat of Groton, Conn., submarines.
- Stromberg-Carlson, of Rochester, N. Y., telecommunications, electronic equipment.
- Liquid Carbonic of Chicago, Ill., carbon dioxide producer, industrial and medical gases.
- General Atomic of San Diego, Calif., nuclear research, development, production.
- Electro Dynamic of Bayonne, N. J., electric motors, generators.

Electronic Printing To Become Popular

SAN DIEGO—New electronic printing systems for high-speed registered printing of computer data on pre-printed forms have been announced by Stromberg-Carlson here.

S-C 5200 Systems print numbers, letters or symbols at speeds up to 5,000 lines per minute on pre-printed forms. Stromberg-Carlson sees their widespread use by financial institutions, insurance companies, government agencies and manufacturing firms for large-volume processing of such business forms as invoices, checks, statements, premium notices and inventory records.

Material Service Corporation To Become Dynamics Division

NEW YORK — The boards of directors of General Dynamics Corporation and Material Service Corporation announced last week unanimous approval of the merger of their respective companies. The proposal provides that General Dynamics' acquisition of Material Service Corporation will be financed through an exchange of stock. Share owners of both corporations will be asked to approve the merger at special meetings.

Material Service, one of the nation's largest producers of building materials, concrete products

and coal, will become a major division of General Dynamics. Henry Crown, present chairman of the board of Material Service, will continue as chairman of the new division.

According to Frank Pace Jr., board chairman of Dynamics, the merger of these two organizations, one primarily in defense, the other entirely in commercial business, offers vital advantages of long-term growth and development for both. Pace also said "the interest and activities of the Crown family in Material Service Corporation will be maintained. The policies and program relating to personnel and the conduct of the business which have contributed so much to its success and growth will be continued."

Pace pointed out that Dynamics is engaged in a long-term program to supplement its defense business with expanding commercial businesses. The corporation's ultimate objective is to achieve an approximate balance of defense and commercial earnings. The merger with Material Service represents a long step in that direction, he said.

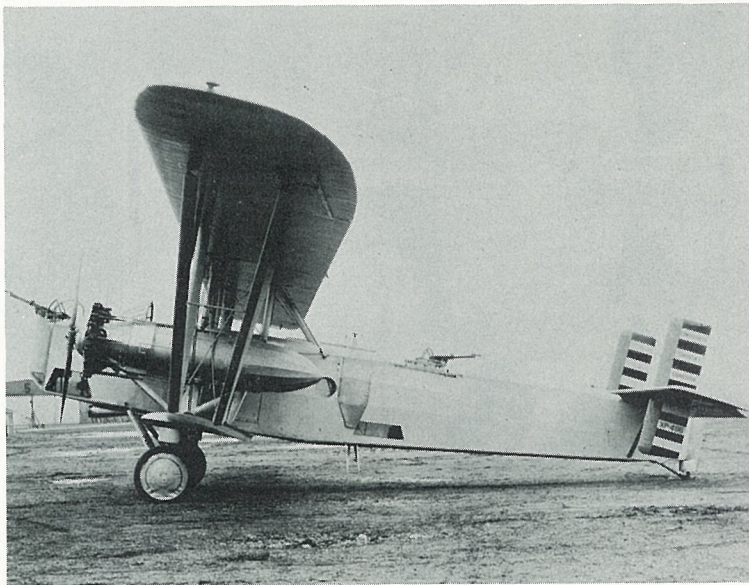
Material Service was started in 1919 by Henry Crown, Irving Crown and the late S. R. Crown. For 1958 net sales were \$114 million.

Electronic Aids Will Cut Size Of Subs' Crews

GROTON — General Dynamics Corporation's Electric Boat Division has been selected by the Office of Naval Research to serve as manager of an industry-Navy team working on a submarine integrated control system (SUBIC) that may permit manpower reduction on atomic powered submarines from the present average 100-man crew to 12 men.

Target date for placing the integrated control system in a nuclear submarine is 1964 and the project promises to be of importance in both small "killer" (anti-submarine) submarines and the larger ballistic missile-firing subs.

Primary purpose of the program is to increase the operational and combat effectiveness of submarines. The SUBIC scientists are attempting to create a balanced man-machine partnership that will utilize electronic sensing and data-processing equipment to permit up-to-the-minute tracking of contacts and provide information necessary for precise navigation and weapons firing. A television-type visual display of information will enable the submarine commander to make prompt decisions. In effect the skipper will have an "electronic porthole" to "see" his sub-surface environment, similar to a pilot looking through an aircraft windshield. These features, originally developed for the aircraft instrumentation program, are logically adaptable to the latest atomic subs which feature one-man airplane type control. The single-stick submarine system was recently tested in the high-speed A-sub Skipjack which General Dynamics delivered to the Navy on April 15.



AN ALSO RAN—This was Consolidated Sikorsky Guardian, built for Army bomber design contest in 1927 but withdrawn at last minute as not coming up to specifications. Consolidated collaborated with Sikorsky Manufacturing Co. on this project with latter building the plane at Long Island plant.

Army Engineer Laddon Joins Consolidated Air

(This is 12th installment of a continuing history of Consolidated Aircraft Company, which ultimately grew into Convair Division of General Dynamics Corporation.)

From the standpoint of avid and sustained public interest, American aviation enjoyed its golden age in the closing years of the 20s. A flourishing air traffic developed in Europe after the war, but at home the average American remained apathetic toward flying in all its aspects. This changed swiftly when a young air mail pilot, Charles A. Lindbergh, fired the nation's imagination with a solo flight from New York to Paris on May 21, 1927. From about that time the great aviation boom was on.

This climate was made to order for the prospering Consolidated Aircraft Co. which had determined to expand into the commercial market as well as heavier military aircraft. Attention centered at first on the fruitless design of a bomber. However, the end result was a new family of flying boats that were to dominate U.S. naval aviation for a decade, and incidentally spur creation of the country's first international seaplane line.

President Reuben Fleet's opening move was to employ one of the Army's foremost civilian engineers. This was I. M. Laddon, who joined the Engineering Division of the Air Service in 1917 and was made chief of Design Branch 2 (heavy aircraft) at McCook Field in 1919. Among his accomplishments were the GAX attack plane of 1919, and the all-metal CO-1 of 1921. When the Army stopped building prototypes he turned to designing details and was awarded patents in 1923-27 on aerodynamic, structural and equipment developments. The Bendix-Laddon disc

wheel and integral brake became standard aircraft equipment of the late 20s.

Laddon joined Consolidated in March, 1927. He remained at Dayton with a field staff. (Among them was C. B. Carroll, who retired from Convair in 1956 after a long career in aviation. His last post was as project engineer on the Navy-Convair experiments with the first vertical takeoff plane, the XFV-1.)

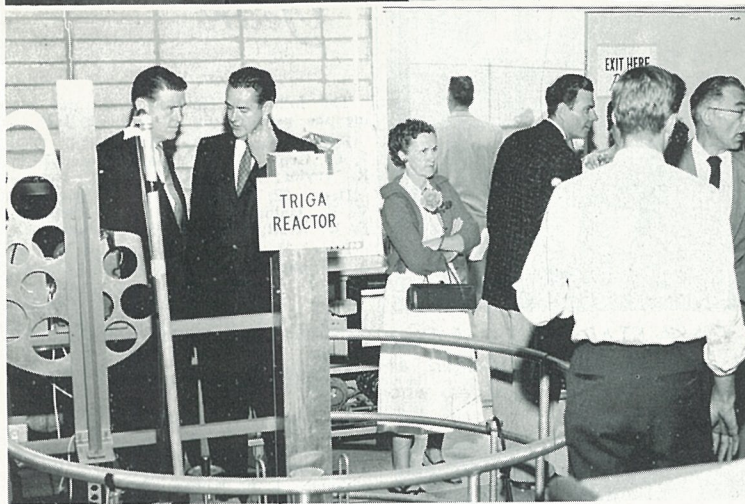
What the Army Air Forces wanted most in 1927 was a modern, heavy (twin-engine) bomber. Consolidated was one of five companies that entered a design competition, and the Dayton staff worked for some months on Model 11. This was dropped when Fleet and another competitor, the Sikorsky Manufacturing Co., reached an agreement to collaborate on a Sikorsky design.

The bomber was completed in Sikorsky's Long Island plant late in 1927. Its wing span was 100 feet and power plants were 525 hp. Pratt & Whitney Hornets. When wheeled out for its maiden flight the plane bore the legend "Consolidated Sikorsky Guardian" on its red and white tail surfaces. Consolidated pilot Leigh Wade, a veteran Army flyer and later (1928-1933) a vice president of Consolidated, was at the controls.

After a series of tests, however, Consolidated decided the plane fell short of specifications and withdrew from the design contest. It was too late to cancel press releases and advertisements that described the Guardian as a joint product of the two companies. The Army bomber contract eventually went to the Curtiss B-2 Condor.



30 YEARS AFTER—I. M. Laddon, Army's foremost aviation designer when he joined Consolidated in 1927, is shown here (right) receiving his 30-year pin from Frank Pace Jr., chairman of General Dynamics Corporation board.



FOR RESEARCH—In top photo are some of key persons at dedication of \$10 million John Jay Hopkins Laboratory for Pure and Applied Physics in San Diego. From left, Dr. Frederic de Hoffmann, head of General Atomic Division; Frank Pace Jr., chairman of General Dynamics board; Mrs. John Jay Hopkins, for whose late husband laboratory is named; and Prof. Niels Bohr of Denmark, Nobel Prize winning nuclear physicist, who was chief speaker. Below, at far left, is Earl D. Johnson, General Dynamics president.

Reactor's Power Tapped For Dedication of Lab

SAN DIEGO — General Atomic's TRIGA research reactor was "flashed" to a peak power level of 1,500,000 kilowatts—a new record for atomic reactors—in the climax to the dedication of the John Jay Hopkins Laboratory for Pure and Applied Science last month.

Dr. Frederic de Hoffmann, president of General Atomic Division, described the "flashing" to the audience as an impulse received from the TRIGA reactor serving to unveil the laboratory's dedication plaque.

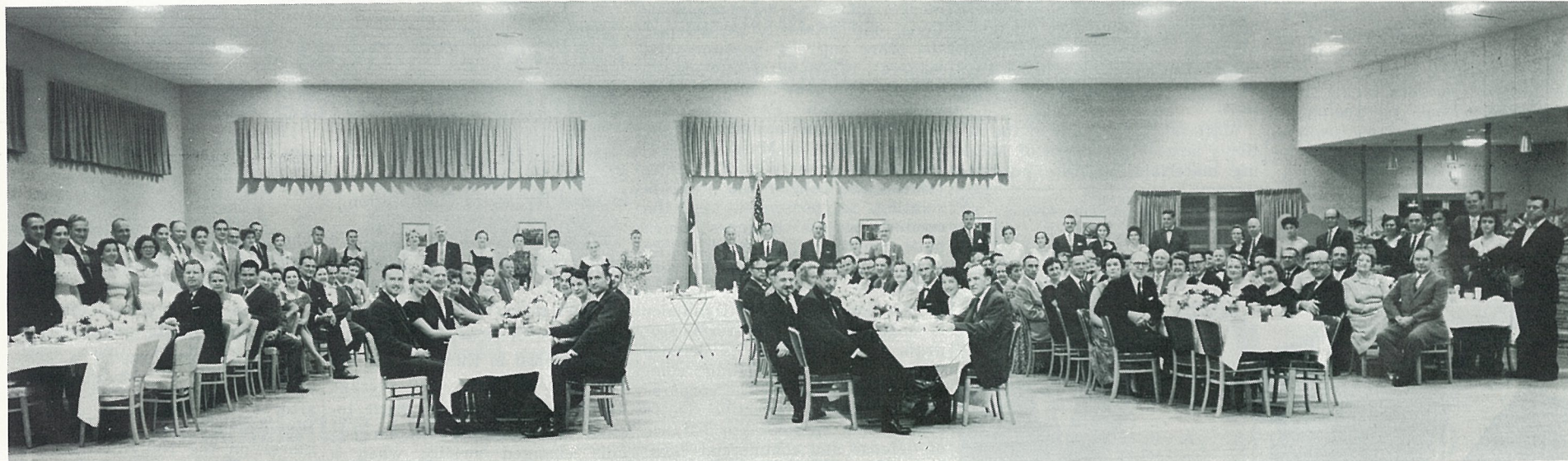
The TRIGA prototype reactor, located at the north end of the laboratory, increased its power output from one watt to 1,500,000 kilowatts (thermal) in less than one-tenth of a second. The actual flash lasted approximately 15-thousandths of a second. Sci-

entific personnel could safely stay within a few feet of the top of the tank during the flash. The self-regulating feature of the TRIGA reactor's unique fuel-moderator elements of uranium-zirconium hydride immediately reduced the power to normal operating levels.

This peak flash of a million-and-a-half kilowatts is a new record for the energy level attained by any nuclear reactor in controlled operation, exceeding a previous recorded high of 530,000 kilowatts achieved by the Atomic Energy Commission's kinetic experiment on water boilers (KEWB) in a test conducted April, 1958. To have produced a similar burst of instantaneous energy by electrical means would have taken the entire generating capacity serving San Diego.



AWARDS—Presented tokens of appreciation at Convair dinner honoring CRA Employee Council were these (left to right): Frank W. Davis, host and Convair FW manager, is fitted by Finn Wahl, new CRA president, with Texas-style hat; center, Milton Stewart, CRA immediate past president, presents trophy to B. T. Frost, whose boating activity was named outstanding of the year by CRA; and far right, Davis presents Stewart with easy chair with built-in electric vibrator.



RECOGNITION — To recognize volunteer efforts of CRA employee council, Convair hosted council members and wives at annual dinner June 24 in CRA building. Council members stand at sides and in back of ballroom. Standing center at back of room (left to right) are Milton W. Stewart, CRA immediate past president; host Division Manager Frank W. Davis; and master of ceremonies Fred E. Chambers, manager of industrial relations and security.

Promotions

FORT WORTH

Promotions to and within supervision, professional and administrative effective June 22.

Dept. 3: to health physicist, D. J. White; Dept. 4: to buyer-sr., O. B. Davis; to cost analyst, C. M. Willingham.

Dept. 6: to aerophysics engineer sr., R. O. Cox, M. D. Sanner; to associate engineer, H. J. Allison, J. R. Cooper, F. E. Denke, J. E. Evans, L. J. Freeman, G. M. Summerville; to design engineer, R. G. Alexander, P. J. Baggett, T. D. Clark, A. N. Ellis, W. S. Moore; to flight test engineer, D. F. Grimm; to nuclear engineer sr., W. Simon; to test engineer, A. J. Kajs, R. A. Pople.

Dept. 8: to supervisor, L. R. Fiocck Jr.; Dept. 9: to manager of general accounting, R. W. Harwell; Dept. 19: to cost analyst, P. C. Crysel.

Dept. 21: to material liaison man, J. C. Rice; to project coordinator, E. E. Churchill Jr.; Dept. 22: to master scheduler, J. B. Brazier.

Dept. 27: to liaison man, A. G. Bender Jr., J. D. Dove, R. C. Joplin, J. B. McGilvray, L. G. Perkins.

Dept. 54: to foreman, W. B. McQuien; Dept. 58: to foreman, O. E. Gryder; Dept. 85: to customer service engineer sr., S. LePore.

Dept. 89: to material liaison man, J. G. Sharp Jr.; Dept. 95: to assistant foreman, G. L. Mason.

Awards

The following received Employee Suggestion awards totaling \$5,994.85 for the period ending 18 June:

Dept. 3, S. Haratis; Dept. 4, B. J. Bain, L. F. Perkins; Dept. 6, P. J. Bushong, C. E. Cannon, J. H. Langston, T. R. McAlindon, T. J. Vastine.

Dept. 14, J. L. Alford, H. B. Weddell, B. G. Workman; Dept. 21, J. D. Keel; Dept. 22, G. R. Booth, L. B. Johnson, B. R. Rogers, V. L. Wilson.

Dept. 24, R. A. Buck, J. W. Childress, E. L. Cobb, E. H. Crubaugh, R. L. Medley, C. H. Musick, C. R. Nelson.

Dept. 25, L. O. Gabbert, F. V. Lormis, L. M. Mitchell, C. Shippey, C. D. Sipes.

Dept. 27, C. L. Armstrong, B. R. Fisher, R. A. Jackson, W. M. Lester, C. L. McCauley, K. Pecor; Dept. 28, J. C. Sanders.

Dept. 30, J. N. Abernathy, J. L. Brown, C. W. East Jr., J. C. Hutchins, J. R. McCaskey, H. McMurtre, C. D. Meuir, R. H. Wakefield, H. M. Watson.

Dept. 31, B. E. Laurent, A. H. Phagan, J. H. Ross; Dept. 33, J. V. Curry, J. G. Estes, L. C. Stout, B. A. Yandow.

Dept. 35, E. M. Bailey, J. M. Cudd Jr., G. C. Spears; Dept. 36, A. W. Hall; Dept. 41, J. W. Gibhart, H. H. Langham Jr.

Dept. 46, E. Dunn, O. R. Campbell, J. A. Griffin Jr., J. F. Reese, W. W. Scoggins, M. H. Smith, P. J. Urevic, H. D. Witt.

Dept. 48, J. O. Taylor; Dept. 53, Z. Branch, H. A. Runge, C. L. Stinson; Dept. 54, R. L. Chadwick, M. W. Matthews Jr.

Dept. 55, R. L. Crooks, M. L. Lowry; Dept. 56, C. E. Helton, D. L. King; Dept. 63, W. P. Harrell.

Dept. 64, C. R. Briesenick, J. D. Cusack; Dept. 65, J. W. Hooper; Dept. 74, J. D. Foster.

Dept. 75, W. E. Allen, R. L. Borel, W. K. Brenner, M. L. Goss, M. R. Hoefler, G. B. Mills, W. J. Morrison.

Dept. 81, F. E. Cole, D. J. Dominey, J. A. Echols, J. D. Landers, R. H. Savage, G. C. Williams.

Dept. 82, G. Bassham, H. E. Gahagan, L. K. Lankford Jr., W. B. Pipes Jr.

Births

Fort Worth

PULLIAM—Jill Idalyn, girl, 7 lbs. 8 ozs. born June 14 to Mr. and Mrs. J. T. Pulliam Jr., Dept. 36.

KOENNING—Alan Verne, boy, 6 lbs. 9 ozs. born June 20 to Mr. and Mrs. A. L. Koenning, Dept. 75.

Deaths

WOODLEY—N. V., Dept. 4, died June 25. Survivors include his wife and a daughter.

HARDIN—J. W., Dept. 89, died June 30. Survivors include his wife, one son and two daughters.

INCE—S., Dept. 20, died June 26. Survivors include his wife and 2 daughters.

Personals

WILLIAMS, Dept. 75, died May 16. Survivors include his wife, one son and one daughter.

We wish to express our sincere thanks to our many Convair friends for their floral offerings and other kindnesses shown upon the recent death of our loved one John E. Lackey.

Mrs. John E. Lackey and family

I would like to express my sincere appreciation to all the Convair employees who have been so thoughtful during my illness.

D. L. Keller, Dept. 22-3

We wish to express our sincere thanks to our many Convair friends for their floral offerings and other kindnesses shown before and upon the recent death of our loved one, Harold E. Hearne.

Mrs. Harold E. Hearne and children

Hitchhikers

Riders Wanted From

Vicinity Berry and N. S. Expressway, 7 a.m. shift, call Billie Pearce, WA 4-8180.

Browning Heights and Haltom City areas, 7 a.m. shift, call TE 8-6514 or TE 1-1902.

Vicinity Berry and N. S. Expressway, 3:45 shift, call Shirlene Huffman, WA 3-9509.

5300 Odell Dr. (Southside), 7 a.m. shift, call L. A. Ayers Jr., WA 6-3912.

1407 Celeste, Dallas, Texas, 7 a.m. shift, call J. J. Wallace, EX 1-4266.

Morningside Park, 7 a.m. shift, call J. T. Strange, WA 3-9471.

3216 Cockrell, 7 a.m. shift, call W. L. Palmer, WA 3-4077.

The Passing Years

Fort Worth

The following emblems were due during the period July 16 through July 31:

Fifteen-year: Dept. 6, L. N. Gill; Dept. 7, O. Cross, B. S. Young; Dept. 17, W. R. Taylor; Dept. 21, L. N. Crittenden.

Dept. 22, G. W. Hendrix; Dept. 24, V. K. Halbrook, A. L. Lewis; Dept. 27, F. D. Read; Dept. 29, S. L. Canup.

Dept. 31, A. F. Erwin; Dept. 36, W. A. Wagner; Dept. 46, R. G. Cranfill; Dept. 54, L. H. Speer.

Ten-year: Dept. 4, C. B. Anderson, R. Christensen, R. W. Porter, J. E. Trout.

Dept. 6, J. L. Boteler, G. P. Breaux, J. M. Coker, F. A. Curtis Jr., J. C. Elrod, P. G. Gillespie, R. B. Gillmann, Z. P. Heath, C. C. Jones Jr., W. H. Killough, J. F. Kuban, R. T. Richtman, C. E. Rucker, G. Spears, F. A. Withers.

Dept. 11, N. K. Sorenson; Dept. 14, R. L. Collins; Dept. 17, G. G. Gilder, A. Murray.

Dept. 20, W. C. Flowers, W. M. Loflin, R. G. Morgan, W. H. Pedigo; Dept. 21, M. L. Newsom.

Dept. 22, J. R. Arrington, D. Green, R. C. Murphy, J. H. Person, C. Stokes.

Dept. 24, G. W. Bernard III, C. L. Dixon, F. L. Edmondson, T. H. Halsey, N. J. Hutton, N. E. Kingsley, T. H. Wilson Jr., B. E. Wren Jr.

Dept. 25, C. D. Cole, R. M. Kuhn; Dept. 27, R. L. Evans, D. D. Fish, L. P. Francis, J. O. Gordon, R. L. Kendrick, F. G. Porter.

Dept. 28, G. F. Ferguson, P. H. King; Dept. 31, E. D. Moore; Dept. 32, A. B. Coulson.

Dept. 33, J. D. Cox, J. C. Smith; Dept. 41, W. C. Thetford; Dept. 56, E. G. McDowell; Dept. 65, H. G. Alexander.

Dept. 74, C. R. Fowler, J. M. McAfee; Dept. 75, J. R. Andrews, C. O. Witherspoon; Dept. 81, E. W. Favor, R. L. Stokes, H. N. Wilcox; Dept. 85, B. E. Arnett; Dept. 89, B. L. Woolfolk.

CASA STARS—Stars of Casa Manana musical entertained at CRA. This is Sylvia Miles, who played Ninotchka.

SINGER MACE BARRETT

SINGER MACE BARRETT

Convairiety

First Place Winner
International Council of Industrial Editors

Founded Sept. 1, 1948. Published in six editions (Fort Worth-Daingerfield, San Diego, Pomona, Astronautics, Mail Edition and Antelope Valley-Holloman) by Convair Industrial Relations, General Offices, San Diego, Calif., Logan Jenkins, editor.

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Astronautics Editorial Offices, Bldg. 2, new plant, ext. 1154. Staff: Bryan Weickersheimer, Astronautics editor.

Pomona Editorial Offices, Room K-222, Bldg. 2, ext. 6226, mail zone 3-8, Staff: James Combs Jr., Pomona editor; Dorothy Keller.

Antelope Valley Editorial Offices, Room 31, Bldg. 301B, Palmdale, ext. 337. Staff: Betty Lou Nash.

Is It News?

Is it news? Then grab a telephone and call Convairiety

Horse Show Winners Named by Juniors

Caroline Davis, daughter of Division Manager Frank W. Davis, and Jerrel Coburn, son of Otha Coburn, won high point trophies at the recent ranch activity junior horse show at CRA.

Other winners were Jeane Crotty, Rob Montgomery, Ronnie Bankhead, Buster Cockerall, Betty Williams, Mike Stouffer, Don Dykes, Jimmy Griffen, Jamie Crump, David Dykes, Helen Hendrickson and Bettye Lynn Buckley.

ACTRESS VIRGINIA MARTIN

Ham Network to Highlight New Civil Defense Program Saturday

First programs on the Convair Radio Amateur Club network to start operations Saturday will highlight "Civil Defense as It Applies to Fort Worth," Commissioner Max Schelper announced this week.

Stress has been placed on civil defense broadcast in conjunction with opening of the new Office of Civilian Defense Management in Denton on July 19.

"We've got lots of CRA hams

who are going to help in this civil defense program," Schelper commented. "A bunch of them are going to Denton for opening of the new offices."

Other programs to be handled over the new ham net will include "Antenna Theory" and "Feasibility of Radio Telescopes."

Net control station call letters are W5SJZ. Transmitting will be on 3945 kc, and receiving will be on 3945 kc, 3970 kc, 7205 kc and 7195 kc plus or minus one kc. It can also be picked up on 29.640 mc and 50.7 mc.

Chess Champion Will Play All

Kell Terry, United States Chess Federation expert, will challenge all CRA chess players to a simultaneous match next Wednesday at 7 p.m. at CRA.

Commissioner R. W. Wooten said Terry will play against all players who want to play.

"There will be a charge of 50 cents per board," he added, "but this will include a ticket to the USCF Open Tournament and will also give the ticket holder a chance to win a TV set."

In addition to Terry's USCF rating, he is a member of the Board of Directors of the Texas Chess Association.

Wooten said first installment of books for the new CRA chess library has arrived. They are available at the CRA office.

Cameramen Capture Red Snapper Galore

Fish galore were pulled in by eight Convair Fort Worth photo lab people who celebrated the Fourth of July hauling in red snapper off the coast of Port Isabell near Brownsville.

Those making the trip were Jim Covington, R. A. Vick, Bill Rich, J. W. Calloway, Ernie Lain, Don Phillips, Jack Frisbey and Aaron Murray.

In addition to spending all day Saturday 50 miles out in the Gulf on a fishing bank, the group also worked in a trip to Matamoros, Mexico, before returning to Fort Worth Sunday.

"You can rest assured we had plenty of cameras on hand to bring back proof of our catch," Lain commented.

Entry Deadline Set For Bowling League

Deadline for entering the Convair Fort Worth Management Club bowling league for the 1959 and 1960 season is July 17.

Twenty alleys are reserved next fall at Park Lanes for Tuesday nights at 6 p.m., and 16 alleys are reserved at Taverner's Playdium for Thursday nights at 8:30 p.m.

Players are asked to form teams, fill out entry blanks and indicate which night they prefer to bowl.

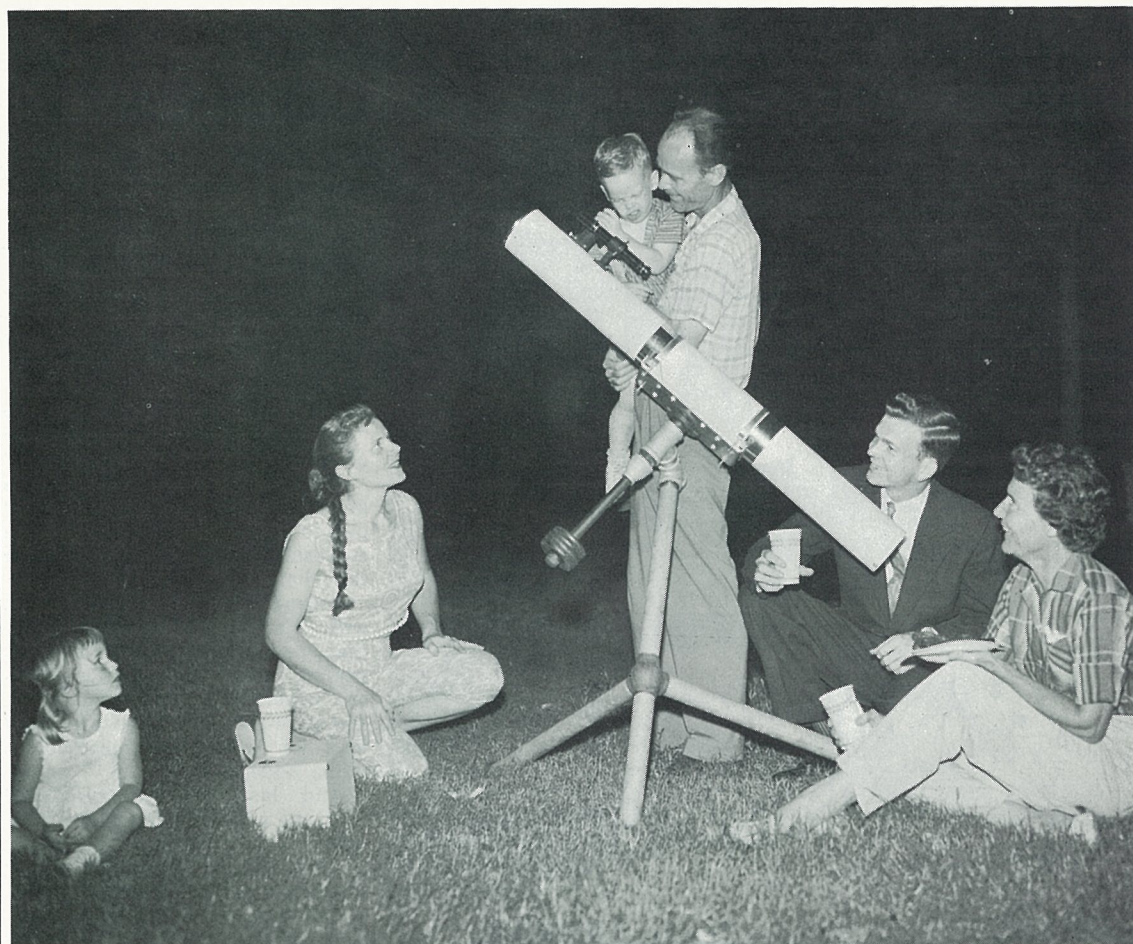
Entry blanks are available from C. F. Wilkerson, president, at ext. 3901 or from R. O. Beil, vice president, at ext. 2937. Blanks were mailed out to all management club members.

Two Convair Sons Go to Academies

Two Convair Fort Worth sons were to leave this month for the United States Military and Naval Academies, Congressman Jim Wright's office announced this week.

They are Clyde W. Hotman Jr., 18, son of C. W. Hotman of Dept. 7-9, and Donald W. Mathis, 18, son of W. F. Mathis of Dept. 58.

Hotman, math major at Rice last year, will attend West Point, and Mathis, a 1959 honor grad from Arlington Heights, will attend Annapolis.



PICNIC UNDER STARS—Taking advantage of CRA's recent picnic under the stars for astronomy club members are, left to right, Erin Gilligan, Florence Hopkins, Johnny Hopkins, Ralph Hopkins, Norman Cole and Nell Johnson. Johnny is looking through 4 1/4 inch reflector scope his father built. Cole is director of the Fort Worth Children's Museum Planetarium.

Two Junior Astronomers to Lecture Before CRA Activity Members at Clubhouse Wednesday Night

Two of Fort Worth's most outstanding junior astronomers will be guest lecturers at next Wednesday night's CRA astronomy club meeting at 7:30 p.m. in the CRA clubhouse.

They are Kay Gross and Tommy May, former members of the Junior Astronomy Club of the Fort Worth Children's Museum, a junior organization of the Astronomical League of America.

Kay, daughter of Mel Gross of

Dept. 17-3, will preside at Denver this year at the junior session of the national division of the Astronomical League of America.

Having been an active astronomer since an early age, the 19-year-old astronomist has given papers at national astronomy conventions in such places as Miami, Kansas City and Utica, N. Y.

Tommy, a 17-year-old TCU

student, will share the lecture platform with Kay. He will speak on "Constructing a Junior Observatory" and tell of his recently completed six inch refracting telescope.

Both Kay and Tommy are proteges of Miss Charlie Noble, instructor of astronomy at the Fort Worth Children's Museum.

Commissioner Art Gilligan says next Wednesday's lecture is open to all Convair Fort Worth people as well as to regular club members and that telescopes will be on hand for observing after the session.

I. J. Theriot of Dept. 6-7, active in radio astronomy, said feasibility tests will begin Saturday, July 11, at the CRA area. He has constructed a test antenna and says anyone interested should contact him at ext. 2693.

Gilligan said activity members were pleased with the recent "Picnic Under the Stars" turnout. He said approximately 47 people showed up despite heavy overcast. Another such picnic has been planned near end of summer after the club's 19 inch telescope becomes operative.

Albuquerque Hunters Bag Mountain Lion

Lion hunting has become quite popular around Kirtland Air Force Base in New Mexico since Convair Fort Worth's W. T. Talley Jr. of Dept. 21-2 brought in his first recently.

Talley, a materials representative, and O. J. Fletcher, General Electric representative assigned to the B-58 project at Kirtland, were hunting about 150 miles southwest of Albuquerque when they came upon the mountain lion.

Fletcher, who has a reputation as a big game hunter, has taken several other Convair people at Kirtland on hunting trips, according to J. L. Freeman of Convair Fort Worth's personnel department.

Rockhound Class To Start July 15

CRA Rockhounds will start a new class July 15, Commissioner R. L. Norment announced this week.

Prospective participants have been asked to make application at the CRA office or to contact Norment at ext. 2042.

Activities Calendar . . .

Convair Recreation Association events in the next two weeks are listed below. Readers interested may clip this column and save it for reference until next issue of Convairety. For more information, phone CRA office, ext. 2771 at Fort Worth, ext. 424 at Daingerfield.

Fort Worth

Tonight, July 8

ASTRONOMY: work parties, 7-10 p.m., CRA.

CAMERA: "Press Photography" by Gene Gordon, 7:30 p.m., CRA.

RANCH ACTIVITY: calf roping, 6-8 p.m., ranch area, CRA.

SOFTBALL: engineering league play, 7 and 9 p.m., CRA.

Thursday, July 9

ARCHERY: shoot, 7-10 p.m., archery range, CRA.

ART: class, 7-10 p.m., CRA.

RADIO: operating night, 7:30 p.m., CRA.

RANCH ACTIVITY: riding class, 4:30-5:30 p.m., ranch area, CRA.

SOFTBALL: second shift league play, 10:30 a.m.; engineering league play, 7 and 9 p.m., CRA.

SQUARE DANCING: classes: beginners, 7 p.m.; advanced 8:15 p.m., CRA.

Friday, July 10

BRIDGE: class 10 a.m.; master point session, 7:45 p.m., CRA.

RANCH ACTIVITY: cutting, 6-8 p.m.; roping, 7-9 p.m., ranch area, CRA.

SOFTBALL: Convair league play, 7 and 9 p.m., CRA.

Saturday, July 11

ASTRONOMY: work parties, 9:30 a.m.-2:30 p.m., CRA.

RADIO: "CRAC" net meeting, 1:30 p.m.

Sunday, July 12

MODEL AIRPLANE: control line contest, Forest Park, 1 p.m.; free flight contest, Western Hills, 1 p.m.

RANCH ACTIVITY: cutting 4-6 p.m.; roping 6-8 p.m., ranch area, CRA.

Monday, July 13

MOVIE: "The Midnight Story" with Tony Curtis. Shown lunch period, 50-foot aisle.

Tuesday, July 14

COIN CLUB: auction, 8 p.m., CRA.

RANCH ACTIVITY: cutting, 6-8 p.m., ranch area, CRA.

SOFTBALL: Convair league play, 7 and 9 p.m., CRA.

TABLE TENNIS: play, 7:30 p.m., CRA.

Wednesday, July 15

ASTRONOMY: lecture meeting, 7-10 p.m., CRA.

BRIDGE: duplicate session, 9:30 a.m., CRA.

RANCH ACTIVITY: calf roping, 6-8 p.m., ranch area, CRA.

SOFTBALL: engineering league play, 7 and 9 p.m., CRA.

Thursday, July 16

ARCHERY: shoot, 7-10 p.m., archery range, CRA.

ART: class, 7-10 p.m., CRA.

RADIO: operating night, 7:30 p.m., CRA.

RANCH ACTIVITY: riding class, 4:30-5:30 p.m., ranch area, CRA.

SOFTBALL: second shift league play, 10:30 a.m.; engineering league play, 7 and 9 p.m., CRA.

SQUARE DANCING: classes: beginners, 7 p.m.; advanced 8:15 p.m., CRA.

Friday, July 17

BRIDGE: class, 10 a.m.; duplicate session 7:45 p.m., CRA.

RANCH ACTIVITY: cutting, 6-7 p.m.; roping, 7-9 p.m., ranch area, CRA.

SOFTBALL: Convair league play, 7 and 9 p.m., CRA.

Saturday, July 18

ASTRONOMY: work parties, 9:30 a.m.-2:30 p.m., CRA.

RADIO: "CRAC" net meeting, 1:30 p.m.

Sunday, July 19

RANCH ACTIVITY: cutting, 4-6 p.m.; roping 6-8 p.m., ranch area, CRA.

Monday, July 20

MOVIE: "Taza, Son of Cochise," (color) with Rock Hudson. Shown lunch period, 50-foot aisle.

Tuesday, July 21

RANCH ACTIVITY: cutting, 6-8 p.m., ranch area, CRA.

SKIN DIVING: meeting, 7:30 p.m., CRA.

SOFTBALL: Convair league play, 7 and 9 p.m., CRA.

STAMP CLUB: speaker, 8 p.m., CRA.

TABLE TENNIS: play, 7:30 p.m., CRA.

Wednesday, July 22

BRIDGE: duplicate session, 9:30 a.m., CRA.



Loock Dives into New Record At Citywide Swimming Meet

Carl J. Loock of Dept. 8 broke his own record in men's three meter diving in Fort Worth's recent 25th city swimming meet at Ridglea Pool.

Loock's two children likewise made a good showing. Vicki, 11, took second place in three meter diving in the girl's division. Cal, 9, made a creditable showing in the boy's division, though not among ribbon winners.

Loock, entered as an unattached diver, chalked up 428.80 points for this year in comparison to last year's 288.45 record. Holder of AAU diving titles

in the North Central, Southwest and Rocky Mountain areas, he started diving in 1931 while a student at Wesleyan University in South Dakota.

Loock has taken top honors in Texas diving in seasons past and only last year came in second.

He's been competing in Fort Worth diving since arriving here in 1944 and won the city men's three meter diving 11 times.

Several Fort Worth people credit Loock for their being able to swim, as he's been a swimming instructor for the Red Cross program several years.

Coin Club Sponsors Auction on July 14

A special coin club auction will start at 8 p.m. July 14 at the CRA clubhouse, Commissioner L. R. Wilson announced this week.

Wilson said a Fort Worth coin dealer will be on hand with several lots of coins for auction but added that club members with lots to auction will be taken care of first. He said the club will auction some 50 lots.

Mrs. Rebecca Miles, representative of the Arlington Stamp Club, will be guest speaker at the next CRA stamp club meeting at 8 p.m. July 21 at CRA. Mrs. Miles' discussion will concern "Flags of the United States."

Model Airplane Club To Sponsor Contests

Two CRA model airplane contests will go on at the same time Sunday at 1 p.m. at Forest Park and at North Western Hills addition.

Commissioner C. L. Price said model airplane people at Forest Park will compete in combat and rat racing events. Those at North Western Hills addition will vie in a free flight category designed for Class 1/2A and Class A combined.

Entry blanks are not required. Price said all contestants need do is show up.



LUCKY 13—First to earn "quality crew" designations at FW were those that serviced this airplane, which made "clean sweep" of four successful pod drops at Holloman AFB. In top and center photos Division Manager Frank W. Davis congratulates first and second shift crews, while at bottom B. G. Reed, assistant division manager, presents awards to third shift crew.

Scrap Reduction of 26 Per Cent Wins May Improvement Award

Dept. 46—with a 26 per cent reduction in scrap and rework—latched onto the Convair Fort Worth May quality improvement award.

June winner was not available at press time.

According to Ray Kendall, general foreman of the department producing F-106 nose sections, the improvement was no accident. It was planned.

He contributes the continued improvement to seven basic factors. These include discrepant condition corrective action, work area placards pertaining to cost, and adoption of Employee Suggestions for better production methods.

Others are use of photos of dense or critical areas of the aircraft, instruction of employees by supervision, meetings to point out discrepant conditions and losses, and area quality control charts showing quality and dollar losses.

E. H. Starns, quality control representative, says the secret of quality improvement is summed

up in a recent statement by August C. Esenwein, Convair executive vice president.

He said: "Cost reduction and efficient operations must become a routine part of our work. It's a part of the price of existence in the aircraft business today."

Two Million Expected to View Exhibit This Year Featuring Convair Products

A traveling display designed to exhibit models of all of Convair's products to the general public will make its debut at the Iowa State Fair in Des Moines the last of August.

An estimated 500,000 people will view Convair's planes and missiles in a week's time at the Des Moines fair before the display is moved on, probably to the Oakland Air Show the first part of September.

"At least two million people throughout the United States will have a chance to become ac-

Confidence Key, Club Informed

Confidence is the key to leadership and success, Dr. Kenneth McFarland, told Convair Fort Worth Management Club members at their June meeting at Ridglea Country Club.

"If confidence is the key ingredient of leadership and success," he said, "perhaps it is just as well to consider it in three dimensions."

Then he advised members to "get with themselves"—use more of what they have.

"Successful men have the same general equipment that other people possess, but they become successful by using more of what they have," he explained.

Secondly, he said one must "get with his job." He pointed out that people continually talk of getting ahead and going places but never do anything about it. The sure-fire way to be interested in a job is to know more about it, he added.

And lastly he recommended "getting with" the wisdom of the ages.

"Man should leave the trial-and-error type of learning to the lower animals, because man alone is in position to profit from the successes and failures of his predecessors," said McFarland.

Turbo-Compressors Accepted, Installed

Three ship's sets of the final configuration of Convair 880 turbo-compressors have been accepted by Convair SD and are now installed in planes Nos. 1, 3, and 4.

The turbo-compressors, built by Hamilton Standard, division of United Aircraft Corp., Windsor Locks, Conn., pressurize the 880's cabin and flight deck for passenger comfort regardless of altitude.

At altitudes up to 21,000 feet, the units maintain sea level pressures inside the plane. At higher altitudes, cabin pressure gradually increases to the equivalent of 8,000 feet when the transport is flying at 35,000 feet.

Besides acting as a pressurization unit, the turbo-compressor provides fresh air for the air conditioning system which maintains a 75-degree temperature and 40 per cent humidity level in the cabin.



CLEAN SWEEP—Guy Nesbitt, center, Convair Fort Worth sanitation foreman, and F. J. Alexander, industrial engineer, turn over keys to new vacuum sweeper to D. Lott of Dept. 25-4.

New \$20,000 Sweepers Tackle Task of Keeping Runway Clean

Two new sweepers valued at more than \$20,000 now help keep over 177 acres of Convair Fort Worth ramps and runways spic and span—and damaging debris out of B-58 jet engines.

The new sweepers are gigantic vacuum cleaners on wheels. They sweep a path more than seven feet wide.

"Since these new sweepers don't use water, we don't have to worry about them freezing in winter," said G. N. Nesbitt, foreman sanitation.

Nesbitt said the old sweepers used lots of water and had to be gassed about three times a day. He said the new sweepers are filled with gas about every three days and make no stops except for dumping.

The new 64 hp cleaners with their hydromatic vacuum control transmission travel up to 15 mph and sweep up to 12 mph. They weigh 7,600 pounds and can cover all ramps and runways in two days.

Other outside sweepers in addition to the two new ones include two water sweepers. These are used more to sprinkle or wet down Convair's concrete acres.

To clean the inside of the plant

each day, four 36-inch 7½-hp sweepers are driven simultaneously all day. In addition, more than 100 manual brooms are used.

"The housewife thinks she's got her cleaning headaches, but I'd be happy to swap her housekeeping with ours for a day or so," Nesbitt concluded.

Convair SD's Honer On IRE Committee

R. E. Honer, assistant chief engineer—electronics at Convair San Diego, has been elected to the administrative committee of the Institute of Radio Engineers, national professional group on engineering management.

Honer's three-year term began July 1.

The organization is concerned with the technical, industrial, and educational activities and problems related to engineering management administration.

Is It News?
Call Convairiety



WELCOME, AMERICAN!—Convair Fort Worth's Glenn Grimes, right, pins badges on American Airline Management Club members for tour of plant recently.

Three Management Clubs Send Members on Convair FW Visit

American Airlines, Braniff Airlines and Sherman Management Club members toured the plant recently as special guests of Convair Fort Worth Management Club.

They were met at the Convair employment reception room by a committee headed by Ken Hargrove, material superintendent.

Here they received name tags, were divided into separate tour groups and were taken to the assembly line to get a glimpse of B-58 Hustlers being put together.

Others on the committee included E. C. Cauthen, J. E. Topliff, G. P. Nelson, H. W. Jenkins, S. J. Middleton, E. V. Gish and J. P. House.

Also, R. A. Wagner, T. G. Croft, M. J. Scott, A. O. Watson, L. L. Jarl, Bob Vollmer and H. R. Moore.

Members of all three groups are from NMA-associated clubs. The Sherman delegation is now in the process of forming a management club.

Employment Climbs To 15,000 at Astro

Employment at Convair Astronautics early this month passed the 15,000 mark.

Through June 14 the total was 15,176. Of these, 12,561 were assigned to the San Diego area; 1,101 at the Air Force Missile Test Center, Fla.; 914 at Vandenberg AFB; 390 at the Missile Static Test Site, Edwards AFB; 209 at Warren AFB. These figures apply to employees permanently assigned.



LOADING UP—W. A. Bratton, Convair Fort Worth assistant project engineer, and John Jerotz, Hughes Aircraft, check out specifications as crews load special electronics pod on C-124.

Con-Trib Funds Aid Flood Victims as Drive Goes Over Top

Even as Convair employee pledges sent campaign funds soaring past the target, Con-Trib was on the job providing financial assistance to families whose homes were flooded in the latest overflow of Fossil Creek.

A current report showed pledges totaling \$300,406, or 116.1 per cent.

Participation was 92.2 per cent with present total contributions surpassing the target of \$258,000.

"My sincere thanks go to each Convair employee who participated," said Frank W. Davis, Convair Fort Worth manager and Con-Trib president.

"This is another heart-warming demonstration of the hearts of Convair employees—and a demonstration of their faith and belief in the principles upon which Con-Trib is based."

As employees were signing pledges, the good their dollars do was being demonstrated in the assistance available for flood victims if they needed it.

Employee families in the flood, among others, were these: J. T. Hilliard, Dept. 4-1; C. W. Phillips, 89-3; Floyd R. Honeycutt, 25-3; M. M. Cantrell, 6, and Mrs. Cantrell, 21; Frank E. Hancock,

6-7; Don Deborde, 6-1; and Glen Hudson, 89.

Dollarwise, reliability department (with only nine employees) made highest percentage in the plant: 187 per cent.

Another high record was set by Dept. 2 with its 152 per cent of dollar quota.

In all, 56 departments of the total 61 made 100 per cent or more. Only one department was less than 90 per cent.

In participation, these departments scored 100 per cent: 5, 8, 9, 10, 16, 18, and 51. Dozens scored in the 90 to 99 per cent bracket.



View from roof of J. T. Hilliard home.



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Convairiety

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SAN DIEGO, POMONA, ANTELOPE VALLEY, VANDENBERG AFB, CALIF.

AFMTC, CAPE CANAVERAL, FLA., FORT WORTH, TEX.



HARD AT WORK—At left, N. E. Renfro, Dept. 64; Marlin Rogers, Dept. 92; John Zimmerman, Dept. 82, take stations on doll assembly line of Fix-a-Toy operation. At right, Peter Coriddi, 10, and brother Kenneth, 7, help their daddy, Pete Coriddi of Dept. 64, in "auto shop."



Movie on Fix-a-Toy Ready to Circulate

"Spirit of Christmas," color motion picture history of Operation Fix-a-Toy, is ready for circulation.

Viewers will include church and civic organizations as well as plant groups.

Six copies of the movie, produced by engineering motion picture section, are available.

G. N. Nesbitt, Dept. 25-4 foreman, is originator of Fix-a-Toy. The film follows his work on the project, which in a few years has grown to a citywide undertaking.

The Texas Boys' Choir provides background music.

Air Force Flight Tests Begin on Hustler No. 31

Air Force flight tests began last week on B-58 Hustler No. 31, first production model of the Convair Fort Worth-built double sonic bomber.

Convair flight tests were already virtually complete.

These are next-to-last steps before delivery of the airplane.

After Air Force acceptance flights, minute quality inspections are made both by Convair and the Air Force. Convair makes a "Pre-262" inspection, followed by the Air Force's "262" inspection.

Then the climax—delivery to the Air Force at Carswell AFB.

"When we deliver the Hustler, the Air Force will have a complete, acceptable and tactical supersonic bomber for the first time," said W. L. Daniel Jr., whose Dept. 63 has primary responsibility for "hustling the Hustler."

Daniel is general foreman on first shift. M. W. Holley is second shift assistant general foreman and Glen Nelson is third shift foreman.

"This is the cleanest B-58 we've had so far," said Daniel, "but we nevertheless have our problems, as we expect in any new aircraft."

"But we're working them off as fast as three hard-working crews (three shifts) can get to them."

Maj. Joe B. Thomson Jr. is Air Force pilot for the acceptance flights. Navigator is Capt. Andrew Z. Doka. Capt. Robert S. Ballard is defense systems operator.

More Texas Leaders Briefed on Booms By Convair and SAC

San Saba, Brownwood, Hamilton and Coleman were B-58 flight test corridor towns represented at the second briefing session on sonic booms. The briefings are sponsored by Strategic Air Command and Convair Fort Worth.

The visitors were taken to Omaha for a tour of Offutt Air Force Base and explanations of the sonic boom—caused by airplanes flying faster than the speed of sound.

The civic leaders representing these West Texas towns were then returned to Fort Worth where they were briefed, then toured Convair facilities and inspected the B-58.

Hustler Vital To U.S. Defense, Pace Declares

"America can't afford to do without the B-58."

"It is our responsibility—not as General Dynamics or Convair people, but as American citizens—to provide the nation with this most potent weapon of defense."

That definitive spelling out of the duty of Convair people—for their own good and that of the nation—came from Frank Pace Jr. at the annual "Top Brass Night" meeting of Convair Fort Worth Management Club.

Pace, chairman of the board of General Dynamics, was principal speaker. Special guests were General Dynamics board members, members of the board of management, Convair President Jack Naish and Executive Vice President August C. Esenwein.

The dinner meeting, held at Ridglea Country Club, was attended by a record-breaking crowd of more than 1,600.

Pace told club members that he was particularly impressed with the B-58's various capabilities, especially after recent test missions in which the Hustler flew "on the deck" (that is, under 500 feet) for 1,400 miles in approximately two hours (Convairiety, Oct. 14).

"What we have accomplished in General Dynamics and Convair has been done with total integrity," said Pace. "I am proud of what has been done at Fort Worth."

"We are in a good position to continue the B-58 program be-

cause what we have promised, we have delivered or exceeded. We must continue to keep ourselves and our actions above reproach."

"We'll continue our efforts in the B-58 program not because it's ours—but because it's right."

Pace said that "when the cards are dealt at the international poker table, the winning cards are strength."

Pace added that we are in an (Continued on Page 8)

Doyle, Utley Run for Club Presidency

C. W. "Smokey" Doyle, Dept. 22-2, and C. C. Utley, Dept. 4-1, compete for president of the Convair Fort Worth Management Club as Nov. 2 elections approach.

Officers elected will take office in January and their terms will run until July, 1961, in accordance with a recent constitutional amendment which changed the club year from Jan. 1 to July 1. After that, new officers will serve from July of one year to July of the next.

The ballot next Monday will show J. O. Muncy, Dept. 53, and P. H. Billman, Dept. 6-6, as candidates for vice president. M. E. Miller, Dept. 27-1, and W. M. Berry, Dept. 7-4, are running for the same office on nights.

(Continued on Page 8)

Crew Members at Carswell 'Fly' Hustlers, Never Leave Ground

Air Force crew members at Carswell AFB are now "flying" B-58 Hustlers, ejecting and landing without ever leaving their classrooms in the base training building.

They are using working models of B-58 equipment built by Convair Fort Worth development department.

Classes began this month and will run for several years, another group beginning after each graduation.

Separate classes are conducted for crew members in each of the three stations. The pilots' classes last about a month longer than instruction for navigators and defense systems operators.

Every day four hours of class are followed by four hours of actual flight line training. In classrooms the burden of the instruction is on the Convair mobile training units.

Air Force instructors, trained in Convair classes, begin instruction with the model panels, which are cut-away versions of the B-58. In one room is the hydraulic landing gear panel, accompanied by an animated "Mickey Mouse" panel showing flow of fluids. Colored lights, blinking one after another, give the appearance of liquid in motion.

An ejection seat and canopy system is in another room. The seat operates completely, with a slow trip up a short pair of rails taking the place of actual ejection.

Other units explain phases of the airplane's operations from fuel system to air conditioning.

FW Thrift Display Wins at St. Louis

A Convair Fort Worth "Miss Thrifty" display (Convairiety, Oct. 14, 1959) was judged one of four winners at the recent national annual conference in St. Louis of National Association of Suggestion Systems.

It was designed by Dept. 17's publications and graphic reproduction section artists and M. J. Scott of employee suggestion section and included Convairiety promotional material.

Scott gave conference members a report on Convair Fort Worth's "Ideas to Esenwein" campaign which resulted in cost savings of more than \$1 million.



TOP BRASS—Tom Paniszczyn of FW Dept. 6, who won President's Award, is shown with Frank Pace, General Dynamics board chairman, and Convair President Jack Naish.

'Silent Sam' Shannon Honored By Experimental Test Pilots

E. D. "Sam" Shannon, former chief of engineering flight test at Convair SD and the first man to fly a delta wing airplane, was



A FELLOW—E. D. Shannon, first to fly delta wing aircraft, is now fellow of Experimental Test Pilot Society.

made an honorary fellow of the Society of Experimental Test Pilots at an awards banquet Oct. 10 in Los Angeles.

The honor is reserved for pilots no longer active in test flying, "but whose accomplishments in the profession . . . in particular and in the advancement of the aviation endeavor in general have been unique and outstanding."

Now an engineering staff specialist for SD, Shannon was a test pilot for nearly 20 years, most of that time with Convair San Diego. And during the bulk

of his active test piloting for Convair SD he was the division's premier experimental pilot.

Although he made a number of important "first flights" (among them the XB-46 jet bomber, from Lindbergh Field, April 2, 1947) "Silent Sam" is remembered best as the first man to fly a delta wing. It was the airplane then called the 7002 which he flew successfully from the dry lake beds of Muroc (now Edwards AFB) Sept. 18, 1948. The airplane later was designated XF-92A and from its delta wing design came the F-102s and F-106s.

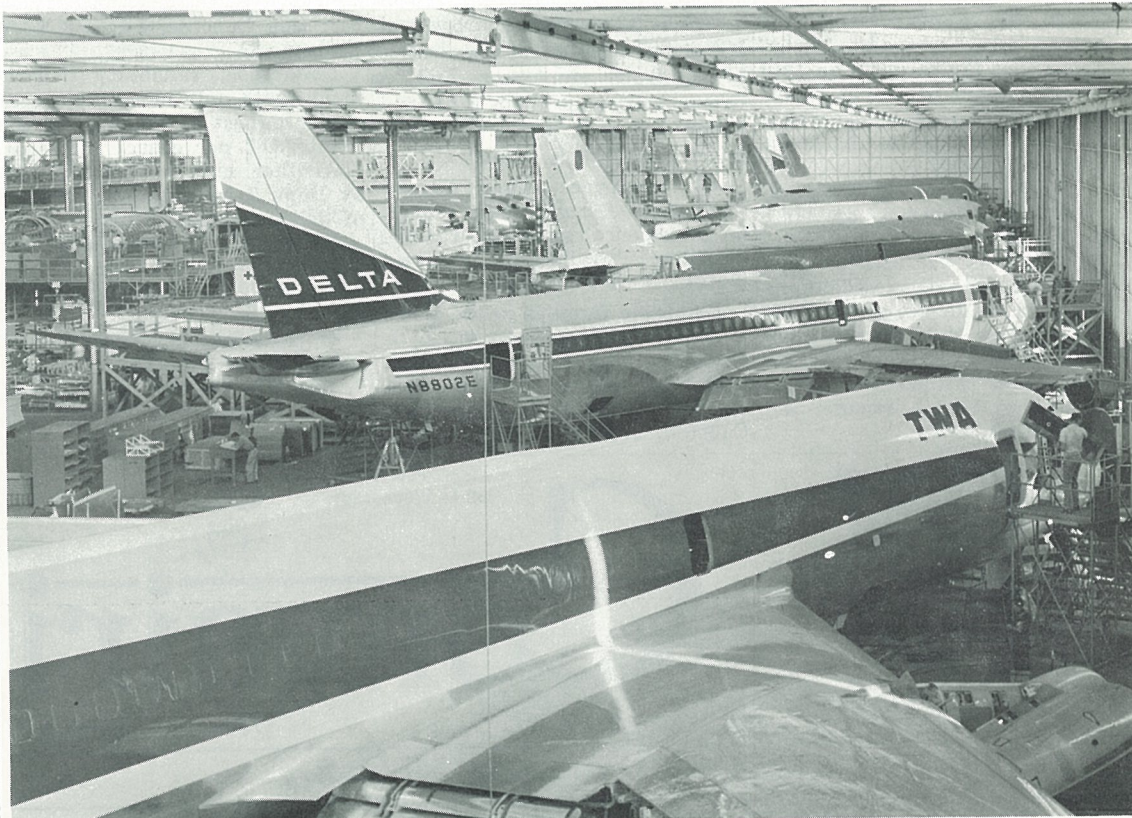
Sam could handle the delta wing on water, too. It was he who first took the XF2Y-1 (Sea Dart) into the air, July 29, 1953, from the surface of San Diego Bay.

Two SD Men Travel 110 Miles, Horseback

Two Convair SD Riding Club members, Don Wescott (Dept. 216) and Luke Barbour (Dept. 280) this month relived four days of the "Old West," horsebacking from Tucson to Tombstone, Ariz. with the Tima County Sheriff's Posse.

The pair spent nine-hour days in the saddle as they traversed the rugged country. In all, 32 riders made the trek, including two cooks and two helpers. They left Tucson on the 110-mile jaunt the morning of Oct. 13, arrived in Tombstone at 3 p.m. Oct. 16.

Evenings, they stopped at ranches and camped out overnight. In Tombstone, they took part in the community's "Heldorado" celebration.



FULL LINE—For first time six Convair 880s fill final assembly building at SD Plant 1 in various stages of major mate and final assembly before ship No. 6 (in foreground) was rolled out of Bldg. 3 recently for completion before going to field operations.

Obscene Material Sent to Children

Obscene material will be sent through the mail to an estimated one out of every 35 school-age children during the next year.

The Post Office Department warns that racketeers obtain children's names and addresses from various sources, send pornographic material right to the family mail box. Parental co-operation is needed to trace the senders.

If it happens at your home, save all the material (including envelope) and deliver it by mail or in person to the nearest postmaster who will take appropriate action.

So! We're Making Compact Cars, Yet

Convair received some unexpected publicity recently through the Green Bay (Wis.) Press-Gazette.

A newspaper clipping received by Mary F. Romig, staff scientist, Convair scientific research laboratories, San Diego, announcing Chevrolet's new "compact car," described it throughout as a "Convair."

Astronauts Flying F-102s in Practice

Convair-built fighter-interceptors are being used by the country's first space men for flying practice.

Two F-102s based at Langley AFB, Va., are assigned to Project Mercury for exclusive use of the seven astronauts now in training as the first men to be sent into space by the United States.

The planes are painted gray with white vertical stabilizer, rudder, and speed brakes. Project Mercury insignia, when selected, will be carried on the stabilizer.

Water, Foreign Matter Filtered From Fuel Entering Hustlers

Jet fuel for B-58 Hustlers now can be cleaned free of water and foreign matter down to minute particles the eye can't even see.

It's a job done by a new filter separator put into operation recently. The JP4 fuel goes from a fuel tank truck through the filter separator truck and into the aircraft.

The separator is capable of filtering fuel at a rate of about 600 gallons a minute. At this rate, you could fill your auto gas tank in two seconds or less!

And even at this rate, it removes foreign matter as tiny as two microns in size. This is about .000078, according to Marce Stevens, process control engineer assigned to the project.

Further, it removes all free water. Any water that's left remains in solution.

This minimizes chances that water might freeze in the fuel system to result in engine failure.

The new filter, technically known as a "filter-coalescer," removes a much greater percentage of water and foreign matter than was possible under methods previously used at Convair Fort Worth.

Convair is one of the first aero-

space manufacturers to use the new type system, although it has been used by Strategic Air Command for some time.

The new filter, called PermaDry, is built by Permanent Filter Corp. of Los Angeles.

Adequate filtering of the jet fuel is considerably more vital than was filtering gasoline for piston engines for several reasons.

Some jet aircraft use about five times as much fuel an hour as do prop-driven planes. This means the jets are subject to about five times as much contamination from foreign matter in fuel. So it has to go.

Further, jet engines are built to much closer tolerances than piston engines, thus making it even more critical to eliminate contamination.

In addition, jet fuel tends to soak up more moisture, complicating filtration.

The new filter system even has safety guards: it automatically stops fuel flow when too much water is getting through or when filters overload.

Process control department will monitor the filters, testing each unit once a week.

30-Inch 'Dish' Built in Pilot Shop Used for Field Test of Sun Rays

A solar energy collector made in the pilot shop at Convair FW is now at Salt Lake Flat, Utah, gathering sun rays and reflecting them to a pyrheliometer to be measured.

Convair built the 30-inch "dish" to get the strength required for field experiments. The apparatus is more than twice the size of the usual laboratory collector.

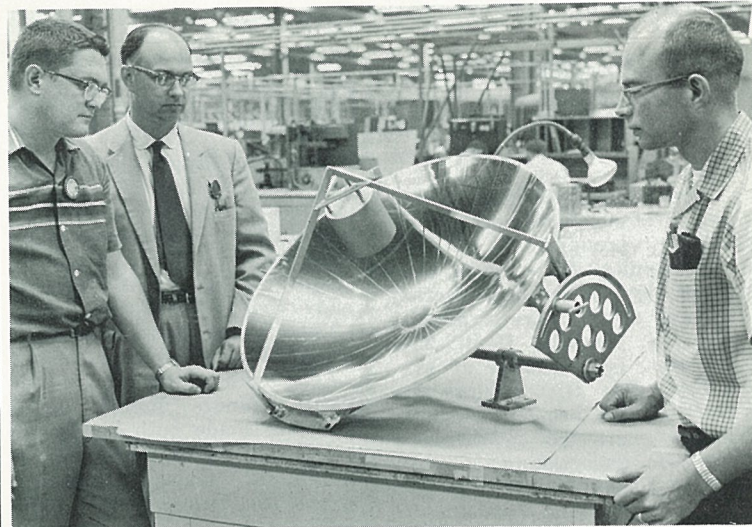
Circular, with a slightly conic surface, it gives the appearance of a large aluminum soup bowl. From the surface, the rays of the sun are reflected to the focal

point a few inches outside the collector, where a pyrheliometer is set up. The pyrheliometer does the actual measuring.

Since solar radiation is a factor in atmospheric diffusion, tests will be valuable in studies of both atmospheric and cloud diffusion.

Fred Leopard, Dept. 6-8, was technical designer of the energy collector, and mechanical design was done by R. E. "Dick" Arms, Dept. 6-8.

Reuben Fields, Dept. 6-8, is directing the experiments.



COLLECTOR—Solar energy collector at Convair FW reflects sun's rays to energy measuring device at center. Inspecting it (left to right) are R. E. "Dick" Arms and Reuben Fields, Dept. 6-8, and Charlie Johnson, Dept. 23-1.

First Passenger Seats Arrive For Installation in Jet 880

First passenger seats for a Convair 880 jet transport arrived at Convair San Diego Plant 1 the middle of this month.

Slated to go into the first production plane for Trans World Airlines, the ship's set numbers 36 double seats for 72 passengers. Next set, for Delta Airlines' first Convair 880, is scheduled for delivery the first of November.

The large contour seats are of ductile aluminum alloy, upholstered with plastic foam for passengers' comfort. Fabrics were selected by the airline customers in consultation with Dorothy Draper Inc., New York City designers.

Colors chosen by TWA are vermilion alternating with groups covered with a textured fabric of beige with brown and white thread stripes. The cushion covers are fastened with the new adhesive nylon felt stripping, Velcro, replacing zippers and snaps. Removable bottom cushions are designed to serve double duty as life preservers in case

of "ditching."

Built-in features include adjustable head rests, folding food trays, ash trays, pockets for folders and maps, and stewardess steps to provide accessibility to overhead hat racks.

Sliding center arm rests and seat belts attached to energy shock absorbers will provide maximum safety.

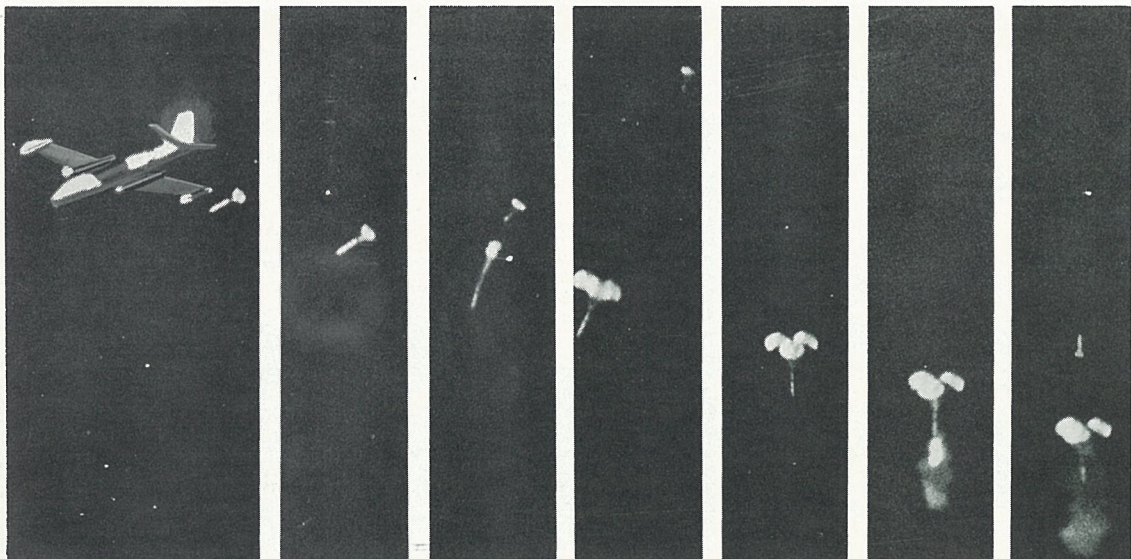
Designed by Convair SD engineers, 880 seats are being fabricated by National Seating Co. at Mansfield, Ohio.



"Oh no, Bob! Not another labor-saving idea."



DE-CONTAMINATION—From fuel tank truck, right, through new filter center and finally to B-58 at left, jet fuel is freed of any water and particles. Inspecting operation are S. R. Allen of traffic, Marce Stevens of process control and W. E. Harwell, Dept. 20-2.



ON UP AND UP—Photo series shows Rocketsonde dropped from plane, parachute deployment and then ignition of rocket motor as rocket continues on upward journey.

Novel Rocket Developed at Pomona Radios Weather From 40 Miles Up

A unique rocket developed at Convair Pomona shows promise as the answer to the problem of obtaining vital high-altitude weather information over ocean and polar regions.

In successful tests the device, called the "air-launched Rocketsonde," has radioed weather data to its launching aircraft from nearly 40 miles above the earth's surface.

The rocket is less than eight feet long, and is fired from a launching tube suspended from three parachutes after being dropped from a high-flying aircraft. It was developed in a three-year program conducted by Convair Pomona for the U. S. Air Force's Air Research and Development Command.

N. E. Maxwell was project engineer for the program, and he has been assisted in the project by K. F. Bloom. Maxwell reports to W. J. Morrow, chief of advance development. M. R. Seabrook assisted with early testing of the device, and in more recent tests assistance has been given by J. H. Wilberding.

The Convair engineers worked closely with the Aerial Reconnaissance Laboratory and the Directorate of Procurement at Wright Air Development Center, Wright-Patterson Air Force Base, Ohio, in developing the new device.

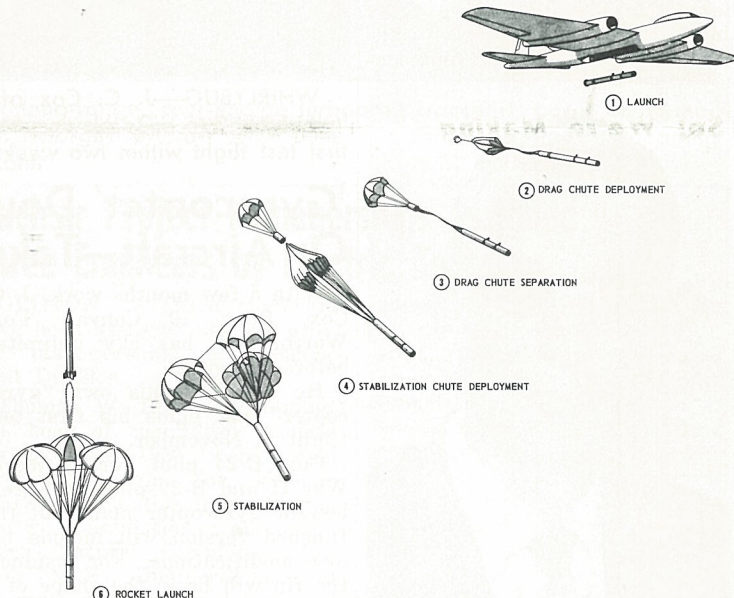
Some of the testing was done at Pomona, while tests conducted from aircraft were performed at Holloman Air Force Base in New Mexico.

The Rocketsonde is carried in a reinforced plastic tube in the bomb bay of an airplane. The tube is dropped at an altitude of approximately 20,000 feet. A drag chute slows the tube, and three larger stabilization parachutes spread out in a cloverleaf pattern, leaving an open space directly above the top of the launcher tube.

In less than 20 seconds after the tube is dropped from the plane, the Rocketsonde is fired from the launcher tube straight up into the atmosphere.

Six seconds later the rocket is traveling at Mach 4, or about 2,600 miles an hour. It then coasts up to about 200,000 feet, where the instrumented nose section is released for a slow parachute descent to earth. The instruments immediately start taking temperature, pressure, humidity and ozone content readings, and relay the information back to the launching aircraft by radio. Readings are transmitted every two seconds.

The information is then relayed to weather forecasters, who keep pilots and missilemen constantly advised of high-altitude weather conditions.



SEQUENCE—Sketch offers clearer story of how Rocketsonde is launched from high-flying aircraft before continuing to 40-mile altitude.

Jet 880 Hostess and Steward Procedures Discussed in Three-Day Course for TWA

Comfort of future Convair 880 passengers held the spotlight at the first 880 hostess and steward briefing held this month at Convair SD.

Ground handling of food, baggage, pillows and blankets, and hostess duties in Convair jet transports when they start carrying passengers over the coun-

try's air routes next spring, were discussed in a three-day course for TWA representatives.

Nine TWA personnel, all in charge of different facets of steward and hostess management and training, were at Plant 1 for the 24-hour course, Oct. 7-9. They were given an intensive briefing in familiarization of 880 equipment in customer service training classes under direction of R. W. Fitzgerald, instructor.

Lucille McNally and Betty Burger, first women to attend Convair 880 training classes, were included in the group from TWA headquarters at Kansas City, Mo. Miss McNally is supervisor of hostess training for TWA and Miss Burger, hostess instructor.

Others were D. W. Heep, director of terminal service; W. S. Borden, manager hostess/purser procedure; P. E. Illman, manager passenger service training; D. M. Newton, field representative; K. M. McAninch, instructor station training; Harold Mason, superintendent station training; H. S. Turner, manager commis-

Firm Decisions, Definite Goals Urged by Ehricke In U.S. Race For Space

Convair already has a great tradition in space exploration to live up to. We must not ask ourselves "What can we do next?" Rather, we should ask, "What do we want to do next?"

Krafft Ehricke, Convair Astro-nautics space expert, told members of Convair SD's Management Club this month that it must be decided when advanced space systems fit into the overall plan and time the moves with the economy of the country to permit maximum effort.

Ehricke said the government must make firm decisions so that program emphasis is not scattered in all directions. "Assignments should not be split down the middle; otherwise, everyone makes the others' mistakes."

The possibility of energy conversion development on surfaces other than the earth is a major reason why the United States must pursue space exploration, Ehricke warned.

Energy conversion on another planet could be turned into something similar to a "death ray," he said. "With the possibility that such a weapon could be used against us we must conduct our own experiments, not just sit and watch."

It pays to look into the unknown, even if the results are not

immediately apparent, he added. "When the first satellite went into orbit, we discovered more riddles and secrets." He cited the discovery of belts of intense radiation around the earth as an unexpected discovery in near space.

The Astro scientist discussed advanced plans for interplanetary exploration, emphasizing the need for boosting bigger payloads into space.

A still unanswered question for the space voyager, he said, is whether or not we can get him down following a period of weightlessness. An astronaut would be weightless while in orbit, then experience, upon reentry, stresses eight or nine times greater than those of gravity.

Ehricke said he believed that whoever solves the problem of "rendezvousing" (actual physical contact with astronauts in space) will have a definite advantage in the space race.

He said he was impressed with the American astronauts when they visited Convair Astro recently. They were more concerned with accelerating the Mercury man-in-space program than slowing it down for trifles.

"They said the risk was already so great, that a little more did not greatly matter."

'Space Ship' Coating Materials Tested for Resistance to Heat

Materials which may coat vehicles going into space are being tested by the special chemistry projects group of Convair San Diego's materials and processes laboratories.

By means of the lab's infrared spectrophotometer, organic compounds can be "finger-printed" to see just what qualities they possess—how much heat they will reflect or absorb.

These studies may determine types of materials which will be used around engines of space vehicles, or to coat objects within the space ships themselves, explained E. E. Keller, materials and processes lab assistant supervisor.

Present studies for space research projects can ascertain just how certain materials will react to extremely high temperatures or to ultraviolet radiation by a "before" and "after" examination of molecular changes.

Taking the guesswork out of analysis of materials, the two spectrophotometers in the lab, one for short wave lengths and the other for long, have proved of great value in Convair research in accurate and quick identification of compounds. A drop of liquid can be analyzed exactly in as short a time as 15 minutes.

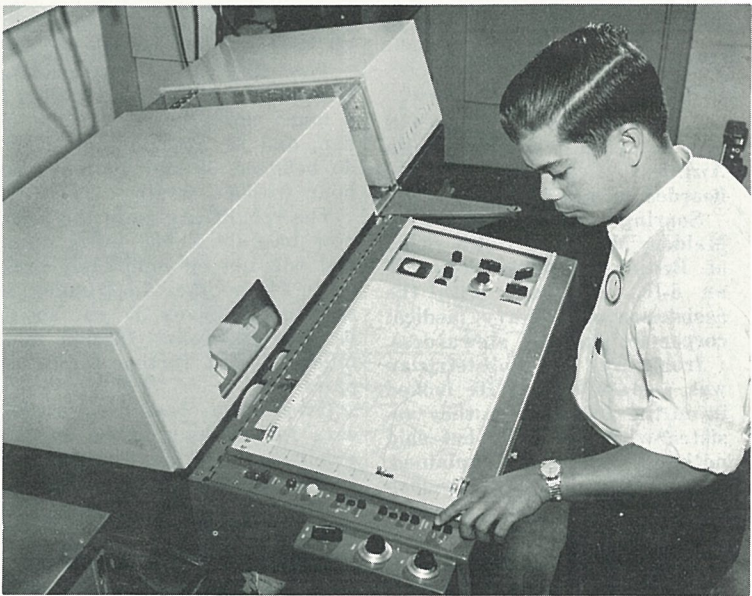
By subjecting the material to infrared radiation, the wave length, showing the particular

characteristics of the material, is scanned and recorded on permanent file cards for future reference. Source of the radiation is a "Nernst glower," small heat-resistant element made of high temperature oxides such as zirconium, yttrium, and thorium. The radiation is split up by prisms made of ordinary rock salt to get a single wave length which is detected by a thermocouple and recorded on a scanner.

Solids, liquids, and gases can be analyzed. The different materials that combine to make up adhesives, lubricants, hydraulic fluids, sealants, fuels, and protective coatings can be recognized by their absorptions at various wave lengths and positively identified.

Operators Francis Graber and John Trias have been called on to analyze a tiny drop of oil to determine just what part of a plane it has come from. In other "trouble-shooting" assists, contamination—foreign particles or gummy substances—in such materials as fuel oils and paints has been positively identified for separation and future elimination.

Infrared spectrophotometers also are in use in other parts of Convair SD, in Plant 2's process control lab, in electronics, and in physics function of engineering, for studies pertaining to their particular projects.



MATERIAL TESTING—John Trias identifies organic compounds by wave lengths on infrared spectrophotometer in Convair SD materials and processes lab.

Two Attend Course On Speed Movies

R. R. Koser, Convair SD motion picture assistant supervisor, and Jack Matthews of the SD still photo section attended a short course in high speed photography last week at the University of Wisconsin. Representatives from industrial firms throughout the United States were enrolled in the course which showed latest developments in the field of filming high speed movies.

Toothy Typewriter Greets FW Steno

A typewriter almost "bit" a Convair Fort Worth steno when she opened it to find a glistening set of false teeth!

Word got around and the owner claimed the teeth and explained that he had been drafted to do some typing in a crash situation the night before.

Best he could figure was this: he had removed his teeth and put them in his shirt pocket while he typed. When finished, he apparently bent over the typewriter and the teeth fell out unnoticed.



IN TRAINING—Two women and seven men from TWA headquarters, Kansas City, Mo., take first Convair 880 hostess and steward course in Convair SD customer service training location this month.



COLD AND CLEAR—At Morrison Springs, Fla., two Convair FW diver-photographers have had watery field day. In center is E. E. "Gene" Eichholtz, garbed for dip with underwater motion picture camera and at left he is shown under surface

in photo snapped by F. E. "Fred" Carlile, using adapted Rolleiflex. At right, enlarged from 16 mm movie film, are Carlile and Eichholtz at mouth of cave. The men were at the Florida location on B-58 assignment.

Divers Explore Florida Caves

During a recent seven-week assignment to B-58 flight testing at Eglin AFB, Florida, two Convair Fort Worth men spent a

part of their weekends underwater, skin diving.

E. E. "Gene" Eichholtz, senior design engineer in Dept. 6-4, and F. E. "Fred" Carlile, photo lab assistant supervisor, Dept. 17-2, took advantage of nearby Morrison Springs to experiment with underwater photography and ex-

plore unique submarine caves.

The spring, about 50 miles from Fort Walton, Fla., is one of the largest in the world, gushing an estimated 65 million gallons of water a day. Skin divers have descended to 290 feet into clear, fresh, 68-degree water. Diving technique is the same as

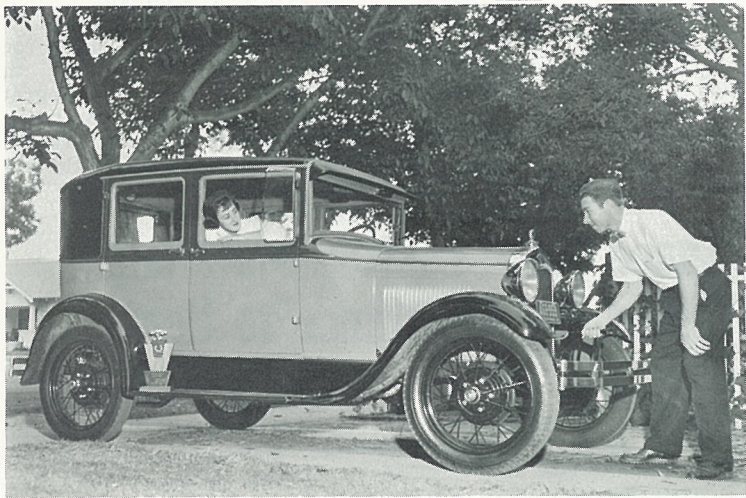
in salt water, except that the diver is not quite as buoyant.

Eichholtz, a five-year diving veteran, descended as far as 150 feet, but most of the diving was at 50 to 100 foot levels.

Photography added purpose to the watery weekends, with Eichholtz operating his 16 mm Pathe A movie camera, equipped with

home-built water-tight case. Carlile specialized in stills, using his adapted Rolleiflex.

Both divers took particular care to avoid the eels which are sometimes found in underwater crevices, the only dangerous form of marine life in the spring. Odd varieties of fish made good targets for their cameras.



GOOD AS NEW—Homer Overton (Dept. 27 at Pomona) and his wife, Beverly (Dept. 22), are shown with 1928 Model A Ford they have restored to "showroom" condition over past year. Car recently won first place in Pomona Valley Auto Show. Crank is for benefit of photographer, as car has adequate starter.

\$350 Investment

Rebuilt Model A Cruises at 50; 30 Miles a Gallon on Regular

There may or may not be a "Ford in your future," but if you are past the age of 25 the chances are that there has been a Model A Ford in your past, according to Convair Pomona's Homer Overton (Dept. 27).

At any rate, there is a Model A in Overton's present—a 1928, four-door sedan—and it won first place in the "antique class" at the annual Pomona Valley Auto Show last month. He had restored it to "like new" condition.

"I started the job on the sedan by removing everything from the frame except the shell of the body," he said. "I repaired or replaced everything that was worn, and gave the car a complete paint job from the frame up, inside and out."

He also installed a rebuilt en-

gine, and rebuilt the transmission. In fact, all of the "working parts" are new. The car is finished in original colors—"copra drab and seal brown" or two-tone brown.

"I paid \$125 for the car, and spent another \$225 for parts and engine rebuilding, so the car cost us \$350, not including our labor," Overton said. "We now value the car at \$750."

Working afternoons, evenings and weekends, the entire restoration took about seven or eight months, Overton said.

The car cruises nicely at 45 or 50 miles per hour, will do 55 without strain, and has a top speed of about 60 "on a down-hill slope." It gets about 30 miles on a gallon of regular gas.

"Many forget that the Model A engine is rated at only 24.6 hp," Overton explained.

The 1927 Model A roadster Overton is currently rebuilding is a much lighter car than the sedan, and he expects that it will do between 65 and 70 miles per hour without strain.

The rebuilt engine in the sedan now has about 500 miles on it, and will not be completely broken in for another 1,500 miles, he said. He believes the car should be able to travel 120,000 more miles without further major repairs.

Overton has been interested in cars for as long as he can remember, and at one time was active in hot rod clubs in the Pomona Valley area (Convairity, July 14, 1954).

"After I restore the roadster, I plan to get a Model A touring car," he said. "With these three cars I should have enough transportation to last me for 15 or 20 years."

Alaska Tour

'Sour Dough' Hal Wilson Home to SD

Back from 28 months in the snowy northland is Hal Wilson, Convair SD field service engineer.

Polar bear hunts, temperatures as low as 50 below, 10-ft. snow banks, strong winds, little sun, and many strong friendships number among Wilson's memories of his more than two years in Alaska. He had been stationed as Convair SD's represen-



"BLINDERS"—Hal Wilson, Convair SD field service rep, hides behind snow glasses brought back from Alaskan tour of duty.

tative at Elmendorf AFB from the time the first F-102s went to 317th FIS the summer of 1957.

Though glad to return to San Diego, he finds it a little warm after top summer temperatures of 70 degrees.

Among his mementoes, Wilson brought back a pair of slitted snow glasses of whale bone with caribou hide thongs worn in the extreme north to prevent snow blindness.

A 14-verse departure "eulogy" read at a squadron farewell party in his honor commanded that he "Tell all your Convair staff, and their crew of fancy Dans, not to mix their order for F-102s with those of Prince Albert cans!"

75 Words in 50 Secs. Wins Typing Race

Fred (Mrs. George) Young, Dept. 6-6 Convair FW, won a portable typewriter last week in a typing contest sponsored by a local theater.

Her 75 words in 50 seconds was the best turned in during the two-week contest span. Although she types on an electric typewriter at work, her competition speed was set on a manual.



WHIRLYBUG—J. C. Cox of flight is first Convair Fort Worth "whirlybug" to build his own helicopter during spare time. He plans first test flight within two weeks.

'Gyrocopter' Doubles as Scooter Or Aircraft—Take Your Choice

With a few months work, J. C. Cox, Dept. 12 Convair Fort Worth, now has sky unlimited before his eyes.

He has built his own "gyrocopter" and plans his first test flight in November.

Cox, B-24 pilot during World War II and B-29 pilot in Korea, bought gyrocopter plans but the finished version will include his own modifications. For instance, the fin will be in the shape of a B-58 silhouette.

The majority of parts for the copter were made by Cox with hand tools in his garage. He did buy the 72-hp engine, wheels, rotor and prop. Total cost will be about \$400 or \$500.

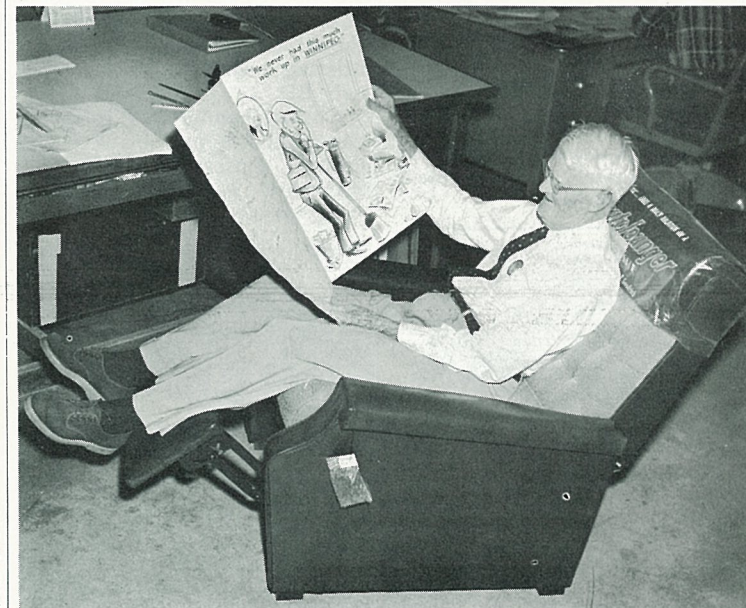
First step in learning to fly the gyrocopter is reading an in-

struction manual. Then the gyro-pilot is on his own, learning the actual flying by feel.

Cox is already a licensed pilot, but the Federal Aviation Agency requires only a student license for gyrocopter flying. The craft itself requires an experimental license.

The gyrocopter can be driven along the street (with air lift blade locked) like a motor scooter or can fly at top air speed of 85 mph. Highest ground speed is 60.

It depends on forward motion to stay airborne (with lift obtained from the free-turning overhead blade), so it cannot hover like a helicopter. However, it can maintain altitude at speeds as low as 15 mph.



RETIREES AT 80—H. H. "Ham" Hamilton, FW Dept. 6-5 engineering illustrator, tries out chair, a retirement gift from friends. He joined Convair when he was 66 and now is 80. Ham expects to get in more golf (he has had time for only weekly game until now!) and maybe Florida trip. His long life explanation is: "Heredity!" Father lived to 94 and an uncle to 96.

Speedy Stork Races Delta 440 and Wins

A speedy stork, with a will to win, recently raced a Delta Airlines' Convair 440 and boarded in mid-flight.

Soaring at 9,000 ft. over Malden, Mo., Mrs. Hugh Ector of British Columbia delivered an 8-lb., 4-oz. girl with the assistance of a Navy medical corpsman and the stewardess.

Ironically, an obstetrician was also on board. He looked in on the amateurs as they assisted with the birth, but said nothing. Later, he explained, "The corpsman was doing such a professional job, I thought he was an obstetrician."

Delta officials showered Mrs. Ector with gifts for baby Suzanne. Among them was a desk set with a model of the 440, a miniature of her birthplace.

NEWS FROM OTHER DIVISIONS OF GENERAL DYNAMICS CORP.

General Dynamics Corporation, created in April, 1952, as successor to Electric Boat Company, is composed of six divisions and a Canadian subsidiary, Canadair Limited of Montreal, airframe builders. The divisions are:

- Convair, head offices at San Diego, Calif., aircraft, missiles and space systems.
- Electric Boat of Groton, Conn., submarines.
- Stromberg-Carlson, of Rochester, N. Y., telecommunications, electronic equipment.
- Liquid Carbonic of Chicago, Ill., carbon dioxide producer, industrial and medical gases.
- General Atomic of San Diego, Calif., nuclear research, development, production.
- Electro Dynamic of Bayonne, N. J., electric motors, generators.

First CL-44, Conventional Side-Loader, Leaves Factory, Swing-Tails to Come

First CL-44 Canadair's new turboprop transport, has left the factory at Montreal and Canadair reports serial production is well advanced.

The airplane, largest ever built in Canada, has these dimensions: wing span, 142 feet, three inches; wing area, 2,075 square feet; length, 136 feet, eight inches; height, 38 feet, seven inches; cabin length, 98 feet, seven inches; cabin height, six feet, nine inches; cabin width, 11 feet,

five inches.

Powerplant is four Rolls-Royce Tyne turboprops, 5,730 e.h.p. with 16-foot diameter de Havilland propellers. Speed is up to 400 mph with cruising at 370. Maximum range is 6,275 statute miles, carrying a payload of 33,700 lbs. Maximum weights at takeoff and landing are 205,000 lbs. and 165,000.

Pictured below is the conventional side-loading version of the transport, 12 of which have

been ordered by the Royal Canadian Air Force. Swing-tail, rear-loading versions for freight transport have been ordered by Flying Tiger Line (10 on order) and Seaboard and Western Airlines (five on order).

First flight of the CL-44 is expected by mid-November.

Canadair this month published issue No. 1 of a "Canadair Forty-Four News Bulletin" which will report progress on the new freighter-airliner project.



POSED—First Canadair Forty-Four, long-range, four-engine turboprop transport, poses on tarmac behind Canadair's Montreal plant. It is largest aircraft ever built in Canada. Swing tail loading versions of this aircraft will follow later.

Holt Ordered To Rome Office

Grady Holt of engineering has left Convair Fort Worth to open a new Convair field office at Rome, N. Y.

His appointment was announced by Ken Campbell, Convair Dayton office manager, to whom the new Rome office will report.

Holt's job will be to maintain liaison with the AF's Rome Air Development Command (an Air Research and Development function) and Rome Air Materiel Area.

At Rome the Air Force concentrates its work on ground communications and development and procurement of electronic items and systems.

Holt was a senior aerophysics engineer at Fort Worth, where he joined the company in May 1954. He took a B. S. and an M. A. in math at University of Tennessee. He is moving his wife and children to Rome.

Industrial Engineers To Hear About Costs

"Indirect Costs" will be the theme of a problem-solving seminar Nov. 13 sponsored by the Dallas-Fort Worth Chapter of the American Institute of Industrial Engineers.

H. W. Gibbs Jr., Dept. 8, is in charge of arrangements. The seminar will begin at 8:30 a.m. at Colonial Country Club.

Topics will include finding profit leaks, measuring overhead labor and how supervisors can control costs.

Gibbs pointed out that control of indirect costs is becoming increasingly vital. This is due to ever stiffer competition for the Air Force dollar.

Reservations or additional information may be obtained from Gibbs at ext. 2847 or CR-5-2253.

Nuclear Project Managerships Assigned Three Engineers by Electric Boat

GROTON — Three engineers have been assigned nuclear project managerships at Electric Boat Division.

Thomas W. Dunn of Stonington, head of the Triton nuclear project since 1955, was named project manager for Electric Boat's participation in an Atomic Energy Commission program called Natural Circulation Reactor (NCR). Dunn will head an EB staff working on design and construction of an NCR power plant whose principal target will be substantial simplification of nuclear submarine propulsion

systems by elimination of the main primary coolant pumps.

John A. Serrie has been named to replace Dunn as Triton project manager.

Ira A. Glass Jr. becomes Tullibee project manager. Glass replaces Joseph D. Pierce, previously assigned to manage the newly-formed contract control department.

EB Purchasing At \$40 Million

GROTON — Atomic submarine building here has pumped nearly \$40 million into the nation's economy during the past year according to figure released recently by General Dynamics Corporation.

The money went to 2,874 different business firms in practically every state as the shipyard wrote more than 34,000 purchase orders for materials and services.

Of the firms receiving orders, 77 per cent are classified as "small" businesses, employing less than 500 persons.

Geographically, the Middle Atlantic States did the biggest volume of business with the shipyard. Next in line was New England.

S-C Sales Manager Named at San Diego

SAN DIEGO—George W. McGinley has been appointed sales manager of Stromberg-Carlson at San Diego, Warren C. Dunn, manager of marketing, announced this month.

McGinley will be responsible for all sales activities of high-speed electronic printers, data display and recording devices, CHARACTERON shaped beam tubes and other electronic equipment.

Stromberg-Carlson Vice Pres. Appointed

ROCHESTER — Appointment of Richard C. Palmer of Chevy Chase, Md., as a vice president of Stromberg-Carlson Division was announced this month by Robert C. Tait, president.

Palmer will manage Stromberg-Carlson's office in Washington, D. C. In addition to his Washington responsibilities he will assist Stromberg-Carlson management in Rochester in the coordination of company-wide government relations programs and military marketing. He comes to Stromberg-Carlson from Fairchild Engine and Airplane Corporation.



"Oh, I'm just putting in a new washer."



EARLY AIRPORT—D-5 observation plane is shown at Ithaca, N.Y., airport, one of nation's earliest municipal fields.

95 mph U.S. Speed Record Claimed For Thomas' D-2

(This is installment No. 20 in Convairiety's continuing history of Convair Division of General Dynamics Corporation.)

Following his association with Glenn H. Curtiss, B. Douglas Thomas joined Thomas Brothers Co. of Bath, N. Y. He was no relation to William T. Thomas, the firm's founder.

For Thomas Brothers he designed a new biplane, the T-2, an effort to improve on the Model J drawn for Curtiss.

Designer Thomas was unsalaried but worked under an agreement that he would supervise construction and receive half the profits. Work began at Bath but the company transferred operations to Ithaca, N. Y., Dec. 7, 1914, where the Board of Trade had offered an attractive inducement—a year's free rent on a three-story building on Brindley Street. The flying school was set up on one of the country's earliest municipal airports, a dirt runway carved through a peach orchard on the shores of Lake Cayuga.

The T-2 flew in the spring of 1915. A British purchasing commission tested it and placed orders for 24. Hopes for additional orders faded, however, because of a growing shortage of Curtiss OX engines used to power the plane. Consequently, the company on Aug. 5 founded its own engine-building auxiliary, Thomas Aeromotor Co. Its first product was the 135 hp Thomas Model 8, a geared vee type designed by George Able and Harold Bliss, two officers of Aeromotor.

Thomas designed the D-2 for this power plant, and the company claimed an unofficial American speed record of 95 mph. A contemporary volume of Jane's Aircraft pictured the D-2 as the first U. S. plane to exceed 100 mph.

(Howard O. Welty, now of Astronautics Division, who researched this history of Convair, commented on the Jane's statement: "Even in those days, airplanes sometimes made their fastest times on typewriters.")

A pair of pontoon-equipped D-2s designated Model HS were sold to the Navy in 1916.

By the latter part of 1916 it

was apparent that the Thomas enterprises would require additional financing if they were to remain in business. This led to organization of the Thomas-Morse Aircraft Corp. on Jan. 31, 1917. The Morse Chain Co. of Ithaca paid off the indebtedness, put up working capital and took control as the only stockholder. (A principal stockholder in Morse Chain was Herman H. Westinghouse, of the air brake family.) Frank L. Morse, president of the parent company, headed the new corporation. W. T. Thomas was named vice president, and the Thomas Brothers' general manager, J. A. Fried, became treasurer. B. Douglas Thomas continued with the organization as chief aircraft design engineer. Except for the post-war S-7 trainer, he was responsible for all aircraft designs produced by Thomas-Morse during the life of the company. (W. T. Thomas left the firm about 1921, and for many years devoted his time to building and flying powered model aircraft.)

'Observation' Ships Popular

Thomas Brothers D-5, pictured at the top of this page, was a two-place "observation" biplane, built in 1916. Two were built and sold to the Army Signal Corps Aviation Section. Span was 52 feet, nine inches; length 29 feet, nine inches; gross weight 2,550 lbs. Wings were of unequal span (the lower wing was 34 feet). Its engine was Thomas Model 8, 135 hp, maximum speed 86 mph. It could climb to 3,600 feet in 10 minutes.

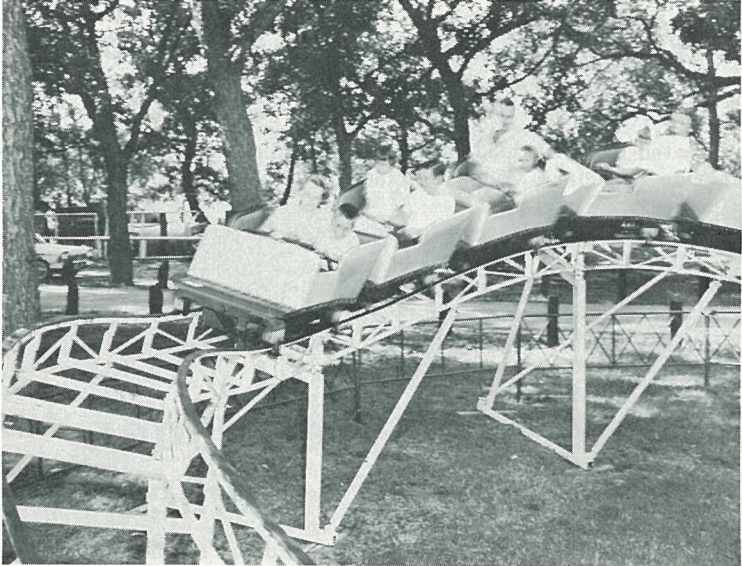
"Observation plane" is an unused military classification today. However, it was of major importance in the 20s and 30s. Post-World War I doctrine gave combat aviation three functions—to attack the enemy in the air (with fighters) and on the ground (bombers) and to work with friendly ground forces (observation plane). Army procurements in the 10 years from 1921 through 1930 included 208 bombers, 695 fighters and 1,593 observation planes.



"I'm sorry you got your hopes up, but we can't just total up your gas bills and call it 'loss by fire' . . ."



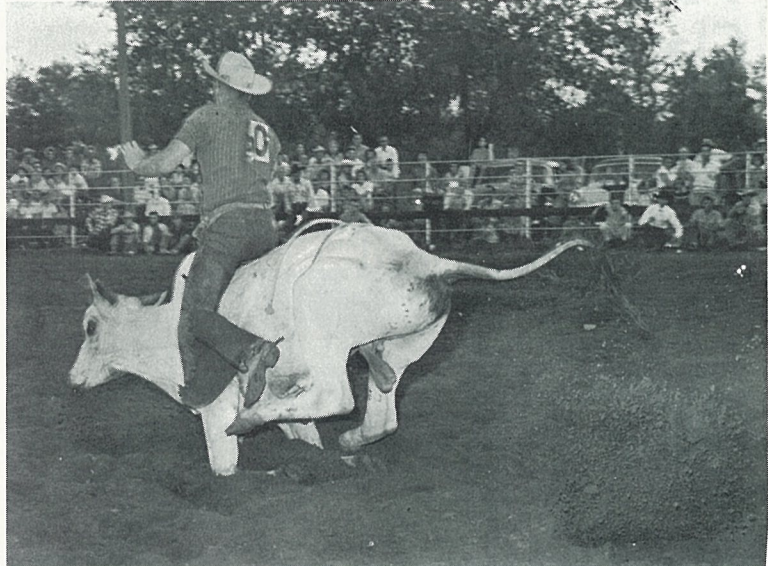
CON-FAIR—Started off with a bang as kids and grown-ups enjoyed midway rifle shoot game . . .



. . . rode carnival rides such as ever-popular roller coaster . . .



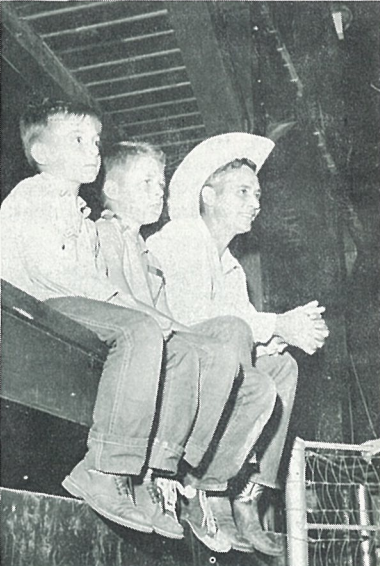
. . . participated in rodeo — Women could barrel race . . .



. . . braver men attempted to stay aboard bucking bulls . . .



. . . and they collected prizes for their efforts . . .



. . . while riding only the fences were enthralled spectators . . .

Log Book Entries

Promotions

FORT WORTH

Promotions to and within supervision, professional and administrative effective October 12:

Dept. 4: to cost estimator, K. D. Gentry; Dept. 6: to aerophysics engineer senior, K. H. Barnes, D. L. Brooks, J. Sandoval; to aerophysics laboratory group engineer, L. E. Heizer; to associate engineer, B. M. Boaz; to chief of nuclear design and operation, R. L. Seale; to design engineer, C. C. Bullock; to group engineer, G. C. Ladd; to nuclear engineer senior, E. G. Fritz; to structures engineer senior, J. H. Walker III; to test engineer, R. F. Graham; to weight coordinator, B. F. Hendrix.

Dept. 8: to manufacturing engineer A. R. T. Yaggi; Dept. 21: to project coordinator, R. B. Booth; Dept. 22: to manufacturing project analyst, C. Tindell.

Dept. 64: to assistant foreman, V. J. Lombardi; Dept. 82: to tool manufacturing assistant foreman, C. H. Toggeweiler.

Dept. 85: to product support engineer senior, W. I. Lane Jr.; Dept. 89: to subsystems cost coordinator, J. L. Boyd, J. T. Whitson Jr.; Dept. 93: to assistant foreman, R. E. Coakes.

Retirements

BAKER—R. A., Dept. 22. Original hire date, September 5, 1950 (FW), retirement effective October 31. Rt. 1, Box 87G, Azle, Texas.

DEARING—H. W., Dept. 54. Original hire date, October 4, 1943 (FW), retirement effective October 9. Rt. 2, Box 21A, Mansfield, Texas.

HAMILTON—H. H., Dept. 6-5. Original hire date October 19, 1944 (FW), retirement effective November 6. 7320 Davenport, Fort Worth, Texas.

MOORE—L. L., Dept. 32. Original hire date, December 6, 1949 (FW), retirement effective October 30. 936 Hackamore St., Fort Worth.

Births

HOLDER—Karrie Lynn, girl, 8 lbs. 4 ozs. born Oct. 20 to Mr. and Mrs. C. F. Holder, Dept. 27.

Deaths

THOMAS—J. T., Dept. 22, died Oct. 21. Survivors include his wife, one daughter, one stepdaughter, four brothers and five sisters.

Personals

I would like to express my sincere thanks to department 64 employees for their acts of kindness during my son's recent illness.

Wallace Neumann, Dept. 64.

Hitchhikers

Ride Wanted From

3205 Evans, 7 a.m. shift, call A. B. Phillips, WA 4-0318.

3241 Lubbock, 7 a.m. shift, call Jean McGerrity, WA 4-9011.

605 Parkdale, 7 a.m. shift, call Daryl Skelton, JE 6-2991.

1001 Sharondale (Greenbrier Add.), 8 a.m. shift, call Dawn Vinson, WA 3-6482 or PE 2-3174.

Irving, 3:45 p.m. shift, call C. E. Mitchell, BL 2-0515.

236 N. Waverly, Dallas, 7 a.m. shift, call Tommy Adams, WH 6-4866.

5800 Tracyne (Westworth Vill.), 8 a.m. shift, call Betty Briley, PE 2-0289.

4700 Collinwood, 8 a.m. shift, call J. L. Milner, PE 2-0766.

4201 Valentine, 7 a.m. shift, call Kenneth Schmidt, PE 2-4719.

937 E. Lowden, 8 a.m. shift, call Carol Hensley, WA 3-7981.

Arlington Heights, near Ridglea Shopping Center, 7 a.m. shift, call E. L. Holloway, Dept. 75.

Riders Wanted From

3257 Rogers (TCU), 8 a.m. shift, call T. P. Jolly, WA 6-4228.

Grand Prairie, 8 a.m. shift, call Ellis Dawson, AN 2-2596.

Greenbrier Addition near loop 217, 7 a.m. shift, call R. Bassham, WA 3-5630.

Ridglea West or West Arlington Hgts., 7 a.m. shift, call C. L. Solomon, PE 7-9863.

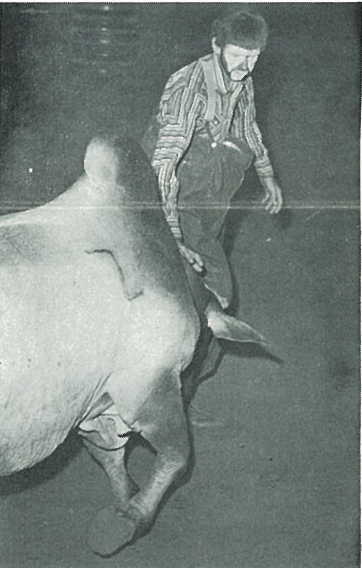
Seminary and TCU areas, 7 a.m. shift, call B. J. Carbell, WA 4-5248.

Car Pools

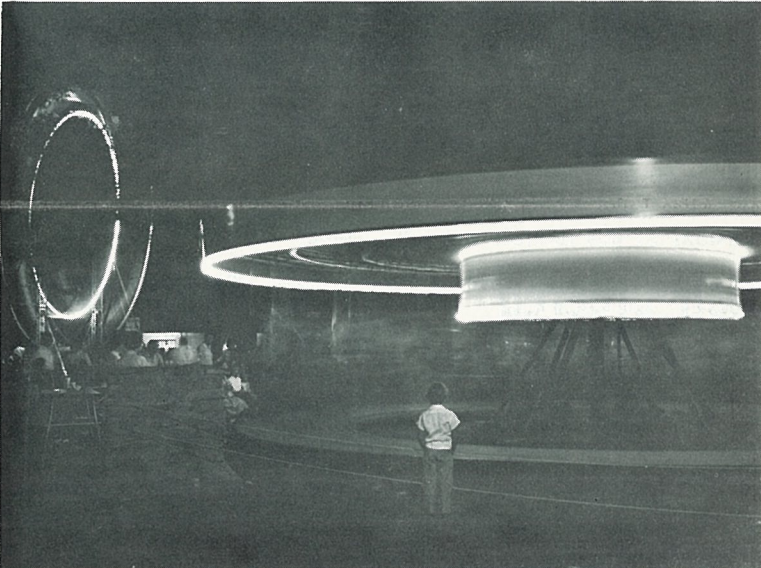
MEMBERSHIP WANTED—from Westcreek, south of loop 217, 8 a.m. shift (cafeteria lot), call WA 3-8303.

Lost and Found

FOUND—Neatly packaged Bronze Star medal found in toys picked up by boy scouts. Call W. O. Smith, 3688 or 3555.



. . . who loved the clowns almost as much as the bulls did . . .



. . . and when night fell the lights of the midway blazed a carnival story across the sky, as tired children watched.

Third Annual Con-Fair Sets Attendance Record With Three Day Total Exceeding 22,000 People

A record-breaking 22,641 people attended the third annual Con-Fair Oct. 9, 10 and 11.

The Convair Recreation Association event tabulated 3,984 Friday night, 8,218 Saturday, and 10,439 Sunday for a total that surpassed last year's record 17,000 by more than 25 per cent.

A highlight of the event was the awarding of door prizes. Top prize, a portable television set, was won by J. C. Messick, Dept. 27-1, in the Sunday night drawing.

The Con-Fair Rodeo was a big attendance-draw. Friday night 1,138 witnessed the events, 2,102 Saturday and 3,287 on Sunday.

John Roberts and Carl Ford were repeated winners in rodeo events. Roberts placed first in calf and steer roping while Ford was winner of bareback bronc riding and bull riding.

Second place in calf roping went to J. D. Matthews, with Mickey Hoefer coming in third. Red Calvert took second in steer roping. Third was Max Lane.

Calvert was a repeater, placing second in bareback bronc and bull riding events, and in the cutting horse contest.

Third place bareback bronc rider was Bob Wakefield, and

Pat Derden was third in bull riding.

Edith Eggleston won the girls' barrel racing.

Porter McAfee took first in the cutting horse contest, and Bill Williams was third.

Mrs. M. Q. "Patsy" Wilson, Dept. 6-8, did not participate in the rodeo, but she had a family monopoly on honors.

Her 11-year-old son, Mike, took first place in the balloon, barrel and boot races and won the calf scramble.

Her daughter Sharon came in third in the barrel race and fourth in the stake race.

Her mother, Mrs. Ed Ruckman,

was second for the women's high point trophy, with points computed for all three nights. She was third in the women's barrel race one night and tied for first the next night.

Nineteen door prizes were given, in addition to the TV. R. E. Allen and L. L. Clark won thermos jugs.

Tool sets were won by Fred R. Keams and G. D. Boyd. K. D. Bell Jr. and John B. Clark won clocks. Dish sets were awarded to David H. Dunn Jr. and R. G. Billingsley.

Other winners included S. R. Williams Jr., bar-be-cue set; M. L. Newsom, ping pong set; G. R. Looney, cassarole dish; W. Galbard, ice cube crusher; George T. Morris, hot plate; Joseph J. Kroo, western pans and plates; F. M. Minir, mixing bowls.

Also R. E. Lucas, garbage can; H. W. Gilliland and P. G. Normand, ice chests; and Earl L. Davis, lamps.

Council Members Thank Volunteers

To Con-Fair Volunteers:

On behalf of the Convair Recreation Association Council, I wish to thank all the volunteer workers who helped us in various capacities during our recent Con-Fair.

Without their help the fair could not have gone on to a record-breaking success.

We are Sincerely grateful.

Finn Wahl
CRA Council President

★ Convairiety ★

First Place Winner
International Council of Industrial Editors

Founded Sept. 1, 1948. Published in six editions (Fort Worth-Daingerfield, San Diego, Pomona, Astronautics, Mail Edition and Antelope Valley-Holloman) by Convair Industrial Relations, General Offices, San Diego, Calif., Logan Jenkins, editor. Approximate current total circulation, over 65,000. News items and letters to the editor are solicited, but no advertising can be accepted.

SD Editorial Offices, Building 32, Plant 1, ext. 1071. Staff: Grayce Fath, Helen Pemberton, Fred Bettinger.

FW Editorial Offices, Col. 73-C, Ext. 2961. Mailing Address: Convairiety, Convair, Fort Worth, Texas. Telephone PE 8-7311. Staff: Bob Vollmer, Fort Worth editor; Susan Bagby, Mary Beck.

Astronautics Editorial Offices, Bldg. 2, new plant, ext. 1154. Staff: Bryan Weickersheimer, Astronautics editor.

Pomona Editorial Offices, Room K-222, Bldg. 2, ext. 6226, mail zone 3-8. Staff: James Combs Jr., Pomona editor; Dorothy Keller.

Antelope Valley Editorial Offices, Room 31, Bldg. 301B, Palmdale, ext. 337. Staff: Betty Lou Nash.

Is It News?

Is it news? Then grab a telephone and call Convairiety

Rockhounds Hunt Topaz Stones At Mason Farm

Topaz will be the object of a field trip rock hunt to be taken by Convair Recreation Association rockhounds Oct. 31.

Members will meet at 6 a.m. at the Mason Hotel coffee shop in Mason for breakfast preceding the topaz hunt.

Davenport's Farm, about 10 miles outside of Mason, will be the scene of the expedition. Topaz hunters have been requested by Bob Norment, rockhound commissioner, to bring a small screen made of hardware cloth and a long handle shovel. Also they will be responsible for providing their own lunch and drinking water.

Topaz in its natural state is worth about \$1.35 a gram. On one field trip Norment found 600 grams.

After the Topaz hunt, rockhounds will cut and polish the stones to make jewelry with them.

Further information may be obtained from Norment, CI 4-2243.

Tournament Deadline Faces CRA Bowlers

Registration deadline for Convair Recreation Association bowling tournament is Nov. 20. Men's tournaments are Dec. 12, 13, 19 and 20. Women will bowl Dec. 19 and 20.

Men's entries may be obtained from H. F. Carlberg, Taverner's Playdium, or CRA office. Women may register with Jean McIntyre, Carlberg, Taverner's or CRA office.

Early entrants will be given their choice of date and time.

Carlberg, bowling commissioner, reports that the "Slo Rollers" are leading the CRA Sunrise Mixed League. Team members are Alice Luke, Eldon Dyer, John Lake and Kitty Goelitz.

CRA Women Elect Officers Nov. 4

Election of officers will highlight the second meeting of the season for the CRA women's activity. It will be Nov. 4 at 7:30 p.m. at the CRA clubhouse.

The nursery will be open and refreshments will be served.



ROCKHOUNDS—Convair Recreation Association Rockhounds inspect new equipment that will be used in jewelry making. Left to right they are Jack Adams, Tom Dawson and Bob Norment.

CRA Stamp and Coin Activities Auctions to Be Nov. 3 and 10

Nov. 3 is the date for Convair Recreation Association stamp club's auction of lots furnished by members.

Coin club will have the same type auction Nov. 10.

Winners of the stamp exhibit held during Con-Fair have been released by R. L. Wilson, stamp and coin club commissioner.

Joe Bennett is first place winner in the senior division, United

States stamps. Mrs. L. J. Robinson was second and E. D. Hinckley was third.

Top honors in the senior division, specialized, went to Mrs. Robinson. J. M. Frost came in second and Hinckley took third. These three finished in the same order in the senior division, covers.

Junior division first place winner was Dicky Robinson. Leon Wilson was second.

J. T. Kehley won the door prize.

Contracts Dept. Buys Christmas Presents For Needy Families

Christmas cards cost about \$.14 apiece to send, so Dept. 11 (Contracts) personnel will pool their money and instead of sending the cards to department members will buy presents for needy families, as will many other departments.

During the holiday season, a large card with the signature of everyone in the department is printed and circulated, making up for the lack of individual cards.

B. C. Ochojski, 11-0, heads the control committee for this sixth annual "Merry Christmas" project. Other control committee members are W. S. Lindsey, 11-6; R. D. Maxey, 11-3; D. F. Probst and J. A. Earle, 11-2.

CRA Women View Table Show Including China, Crystal, Silver

Table settings, including silver, crystal, china, cloths, flowers and centerpieces, will be shown at the Nov. 4 meeting of the women's activity at CRA clubhouse.

Mrs. Ethel Warren will present the show at 10 a.m.

Settings for formal and informal dinner parties, dinner for two, breakfast, formal and informal lunch will be on display. Special occasion settings in-

Convair Toastmasters Witness Model Meetings Nov. 2 and 5

Demonstration meetings for about 140 prospective Convair Toastmasters will be held Nov. 2 and 5.

Applicants for membership in one of the Convair Fort Worth Management Club sponsored Toastmasters Clubs will meet at

6:30 p.m. in the Williamsburg Room of Wyatt's Cafeteria, Ridg-
lea.

Residents of north and west Fort Worth will meet Nov. 2. Nov. 5 is meeting date for those who live in the south and east parts of town.

H. F. Schubert, Dept. 8, says that persons attending the meetings will be asked to sign cards if they definitely intend to join the club. Preference as to meeting days and places will also be requested.

Toastmasters Clubs are limited to 40 members each.

The demonstration meeting programs will be given by members of active Toastmasters Clubs in the Fort Worth area. After the invocation, table topics or impromptu speeches will be given. Several prepared talks will follow, and evaluation speeches will climax the series of talks.

Trophies, loaned by other Toastmasters Clubs, will be awarded the speaker judged best in each of three categories: table topics, prepared speeches and evaluations.

A second part of the program will be information about Toastmasters Club itself. Dues, club constitutions, meeting times, and general procedures will be discussed.

Price for the dinner is \$1.85.

Pee Wee Ball Teams Plan '60 Season Now

Boys 8-11 years old weighing 60-109 pounds may now sign up in the Convair Recreation office for Pee Wee football next year.

According to football commissioner Larry J. Shirley, organization got under way too late this year to get the Pee Wee teams in play.

If anyone on the second or third shifts has a flag football team which would like to challenge the first shift winners, Shirley requests they contact him or the CRA office. Otherwise, first shift winners will become plant champions.

Weltman Is First In Bridge Series

Henry Weltman won first place in the last six weeks series bridge tournaments. M. S. Rubenstein finished second and Gene Black was third.

Weltman, bridge commissioner, announces that a day bridge class will be formed if enough people are interested. Applicants may contact the CRA office.

R. Razo Is Selected 'Outstanding Airman'

Raymond Razo, second shift Dept. 64 employee at Convair Fort Worth, has been named "Outstanding Airman of 1959" at the Naval Air Station, Dallas, at Hensley Field.

Razo, who is in reserve unit VF-704, was selected because of "excellent attendance and participation in the reserve program."

He was presented with an engraved gold watch at the annual reserve unit inspection at Hensley, Oct. 25.

Basketball Managers Meet at Clubhouse

CRA basketball managers will meet at Convair Recreation Area clubhouse at 7:30 p.m. tonight, Oct. 28.

Beginning Nov. 2, basketball workouts will be held from 7-10 p.m. every Tuesday and Wednesday at the R. D. Evans gymnasium.

The Passing Years

Fort Worth

The following emblems were due during the period November 16 through November 30:

Twenty-year: Dept. 6, M. W. Martin; Dept. 32, E. C. Shuffitt.

Fifteen-year: Dept. 3, B. Vollmer; Dept. 6, A. M. Michael, A. C. Porter, J. W. Speight; Dept. 19, W. E. Garrison.

Dept. 22, W. E. Franz, C. G. Moore; Dept. 27, J. H. Gordon; Dept. 33, C. W. Miller; Dept. 36, A. S. Hutcheson Jr., M. E. McFarland, W. A. Pearson.

Dept. 46, L. Grisham Jr., R. Timms; Dept. 48, I. E. Webster; Dept. 53, A. H. Beasley; Dept. 55, J. S. Spear; Dept. 56, F. O. McDonald.

Dept. 57, P. E. Blakley, K. A. Tugle; Dept. 59, M. O. Meador; Dept. 63, E. E. Bass, H. R. Stephenson.

Dept. 65, J. B. Davis, C. D. McGowan; Dept. 81, N. W. McLaughlin; Dept. 85, J. H. Greer.

Ten-year: Dept. 3, M. M. Fox; Dept. 4, J. W. Stiles, E. W. Willett; Dept. 6, R. C. Simpson, C. H. Strittmatter, J. P. Williams.

Dept. 7, B. M. Griffiths; Dept. 12, J. D. Taylor; Dept. 15, I. A. Hester, J. L. Kleinecke; Dept. 18, A. J. Coble.

Dept. 19, G. D. Wilson; Dept. 20, S. L. Burris; Dept. 22, A. H. Brannon, J. P. McIlhenny.

Dept. 23, C. F. Morris Jr.; Dept. 24, D. G. Baldwin, C. S. Heise, J. L. Kee, L. N. Mack, R. E. Pippin, D. T. Volkman.

Dept. 25, H. L. Brown, W. C. Howard, H. L. McWilliams; Dept. 27, M. C. Moore Jr.; Dept. 31, R. L. Spence.

Dept. 32, D. S. Hester; Dept. 33, L. Bumpous, R. H. Butler, H. K. Jack, W. D. Layne, W. R. Robertson, L. C. Thomason, W. A. Zerwer.

Dept. 35, V. S. Lemoine, M. F. Tims; Dept. 64, H. A. Dossin.

Dept. 73, E. G. Arber, L. F. Bengel, R. Delange, J. C. Knight, R. M. Macy, O. C. Mason, W. C. Oatman, J. C. Whately.

Dept. 74, H. E. Allison, A. P. Copeland, R. D. Cornelsen, A. P. Hill, F. E. Stevenson.

Dept. 81, H. S. Faries, R. L. Trotter; Dept. 82, E. G. Tucker.

Activities Calendar . . .

Convair Recreation Association events in the next two weeks are listed below. Readers interested may clip this column and save it for reference until next issue of Convairiety. For more information, phone CRA office, ext. 2771 at Fort Worth, ext. 424 at Daingerfield.

Fort Worth

Tonight, October 28

ASTRONOMY: CRA telescope open to public, 7:30-11 p.m., CRA.

BASKETBALL: manager's meeting, 7:30 p.m., CRA.

CAMERA: color slide contest, 7:30 p.m., CRA.

RANCH ACTIVITY: calf roping, 6-8 p.m., ranch area, CRA.

ROCKHOUNDS: silversmith workshop, 7 p.m., CRA.

Thursday, October 29

ARCHERY: shoot, 7-10 p.m., archery range, CRA.

ART: class, 7-10 p.m., CRA.

BADMINTON: play, 7:30-10 p.m., Stripling Jr. High School.

RADIO: operating night, 7:30 p.m., CRA.

RANCH ACTIVITY: cutting, 6-8 p.m., ranch area, CRA.

SQUARE DANCING: classes: beginners 7 p.m.; advanced 8:15 p.m., CRA.

VOLLEYBALL: play, 6:30 p.m., Wm. Monnig Jr. High School.

Friday, October 30

BRIDGE: duplicate session, 7:45 p.m., CRA.

RANCH ACTIVITY: roping, 6-8 p.m., ranch area, CRA.

Saturday, Oct. 31

RADIO: Convair Amateur Radio Club net, 3945 kc, 1:30 p.m.

ROCKHOUNDS: Field trip, Mason, Texas.

Sunday, November 1

RANCH ACTIVITY: cutting, 5-7 p.m.; roping, 7-9 p.m., ranch area, CRA.

Monday, November 2

MOVIE: "Abbott and Costello Meet Keystone Cops." Shown lunch period, 50-foot aisle.

Tuesday, November 3

BASKETBALL: workouts, 7-10 p.m., R. D. Evans Recreation Building.

CAMERA: photography class, 7:30 p.m., CRA.

MODEL AIRPLANE: control line meeting, 8 p.m., CRA.

RANCH ACTIVITY: cutting, 6-8 p.m., ranch area, CRA.

STAMP CLUB: auction, 8 p.m., CRA.

TABLE TENNIS: play, 7:30 p.m., CRA.

Wednesday, November 4

ASTRONOMY: CRA telescope open to public, 7:30-11 p.m., CRA.

BASKETBALL: workouts, 7-10 p.m., R. D. Evans Recreation Building.

BRIDGE: master point session, 9:30 a.m., CRA.

RANCH ACTIVITY: calf roping, 6-8 p.m., ranch area, CRA.

WOMEN'S ACTIVITIES: election of officers, 7:30 p.m., CRA.

Thursday, November 5

ARCHERY: shoot, 7-10 p.m., archery range, CRA.

BADMINTON: play, 7:30-10 p.m., Stripling Jr. High School.

RADIO: operating night, 7:30 p.m., CRA.

RANCH ACTIVITY: cutting, 6-8 p.m., ranch area, CRA.

SQUARE DANCING: classes: beginners 7 p.m.; advanced 8:15 p.m., CRA.

VOLLEYBALL: play, 6:30 p.m., Wm. Monnig Jr. High School.

Friday, November 6

BRIDGE: duplicate session, 7:45 p.m., CRA.

RANCH ACTIVITY: roping, 6-8 p.m., ranch area, CRA.

Saturday, November 7

ASTRONOMY: work parties, CRA.

RADIO: Convair Amateur Radio Club Net, 3945 kc, 1:30 p.m.

Sunday, November 8

MODEL AIRPLANE: control line contest, 1 p.m., Forest Park.

RANCH ACTIVITY: cutting, 5-7 p.m.; roping, 7-9 p.m., ranch area, CRA.

Monday, November 9

MOVIE: "Tarnished Angels" with Rock Hudson and Dorothy Malone. Shown lunch period, 50-foot aisle.

Tuesday, November 10

BASKETBALL: workouts, 7-10 p.m., R. D. Evans Recreation Building.

CAMERA: photography class, 7:30 p.m., CRA.

COIN CLUB: auction, 8 p.m., CRA.

RANCH ACTIVITY: cutting, 6-8 p.m., ranch area, CRA.

TABLE TENNIS: play, 7:30 p.m., CRA.

Wednesday, November 11

BRIDGE: duplicate session, 9:30 a.m., CRA.

Marathon Golfer Plays 363 Holes

J. J. Johnston, Dept. 65, celebrated his 43rd birthday Oct. 14 by playing 363 consecutive holes of golf.

He claims this is a new world's record for long courses (over 6,000 yards). His own score of 328 was said to be the standing record until he topped it himself.

Despite the 24 hour marathon, which began at 5:38 p.m. Wednesday at the Abilene Country Club, Johnston went to bed at midnight and got up at 7 a.m. the next day.

During the 80-mile round, Johnston lost only two balls. Lights were set up on the course to allow him to play all night.

Scope Makes Debut; Public Now Viewing

Convair Recreation Association astronomers have made their home-built 19 inch telescope available for viewing every Wednesday from 7:30-11 p.m.

During the scope's debut at Con-Fair, over 2,000 people used it.

Nov. 7 and 14 have been scheduled as work nights for astronomy activity members.

Skin Divers Plan Spearfishing Contest

A spearfishing contest is scheduled for Nov. 1 by the Convair Recreation Association skin diving activity.

A Louisiana lake will be the destination of competing spearfishers.

clubes "Red Christmas," "White and Gold Christmas," "Pink Thanksgiving or Christmas," game buffet and harvest buffet.

The nursery will be open, and admission is one dollar. Guest tickets may also be purchased for the same price.

Wm. Payne Speaks To Plastics Engineers At Nov. 16 Meeting

William M. Payne Jr., chief engineer of the Ordnance and Missile Division of Universal Moulded Products Corp., will be featured speaker at the Nov. 16 meeting of the North Texas Section of the Society of Plastics Engineers.

His topic is "Structural Applications of Reinforced Plastics," particularly in the missile and ordnance fields.

Payne's job is concerned with research, development and production of reinforced plastic rocket motor cases and missile component parts.

The meeting will be at the Crossroads Restaurant.

Model Plane Club Sets Two Events

Convair Recreation Area clubhouse will be the scene Nov. 3 for a model airplane activity control line meeting. Time is 8 p.m.

A control line contest will be held beginning at 1 p.m. Nov. 8 at Forest Park.

Col. Grable Speaks On Use of Missiles

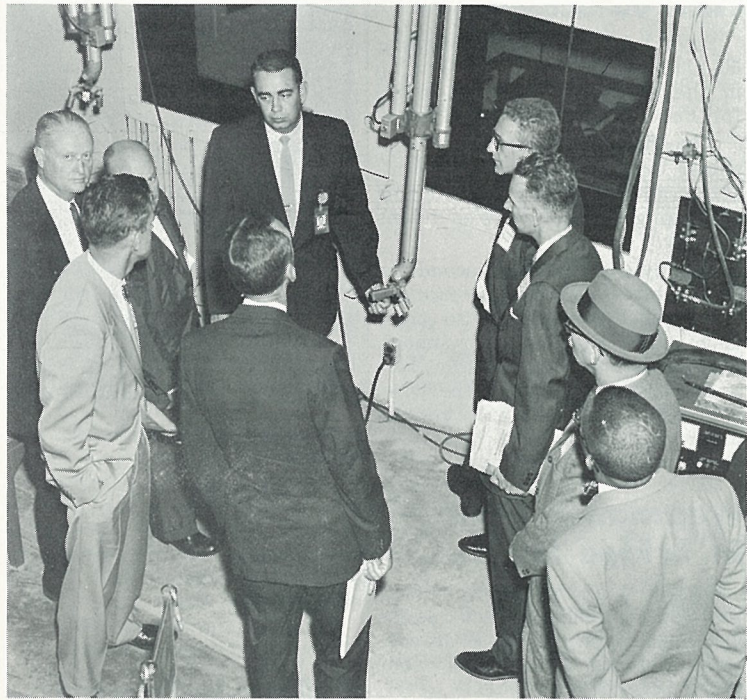
Col. Francis L. Grable, chief of the B-47 and Missiles Division, USAF, will speak at tonight's meeting of the Texas Chapter of the Society of Aeronautical Engineers.

His topic will be "Air Force Program Management of Quail and Hound Dog Missiles, and SAC Operational Use of These Weapons."

The meeting will begin at 7 p.m. at the Western Hills Inn on Hwy. 183.



TOURING—Members of manufacturing committee of Aerospace Industries Association pause during recent tour of Convair FW plant. They represented almost 30 companies. B. G. Reed, assistant division manager, was host.



PROTECTION—J. D. Eastes, center, Convair Fort Worth health physics section, demonstrates equipment used in nuclear area for protection against overdose of radiation. Listening are educators attending recent health physics symposium.

Doyle, Utley Running For Club President

(Continued from Page 1)
Nominated for recording secretary is W. R. "Dub" Childress, Dept. 19-2. J. M. Langendoen, Dept. 8, was also nominated, but has withdrawn because of his transfer to Pomona Division. E. L. Clerc, Dept. 3, and J. L. Coburn, Dept. 2-3, are running for corresponding secretary. Five two-and-one-half year-term members of the board of control will be elected.

**Is It News?
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Radiation Check System Explained For Visitors

Professors and deans from colleges and universities all over the southwest toured Convair Fort Worth during a recent health physics conference sponsored by Oak Ridge Institute of Nuclear Studies. F. L. Paschal Jr., health physics administrator, was Convair host for the group, and Andrew Kalitinsky, nuclear program manager, gave the welcome address at the downtown meeting at the Texas Hotel.

Special emphasis was given to the nuclear area, where health

physics is constantly in use.

Purpose of the group's meeting was instruction on education and training for careers in health physics, climaxed by a discussion on Atomic Energy Commission Radiological Fellowships for study in this field.

Health physics is a relatively new science developed to protect employees in nuclear plants. Health physicists study, evaluate and control radiation hazards in these areas.

Safety of all employees from overdoses of radiation is the responsibility of the health physicist.

AEC fellowships are offered to graduates in biology, chemistry, engineering or physics. At present, graduate schools participating in the program include Harvard and Vanderbilt and the Universities of California, Kansas, Rochester, Washington and Michigan.

After studying at one of these universities, the fellow receives three months' field training at a government laboratory.

BOAC Manager in U.S. Will Address Club

Trench Thompson, United States manager for British Overseas Airways Corporation, will speak on "What Part Civilian Aviation Plays in International Relations" at the Nov. 21 luncheon meeting of Convair Fort Worth Management Club.

Lloyd Gant, management club president, said the meeting will also feature introduction of new club officers who will be elected Nov. 2.

FW Engineers Hear Dr. James Killian

Convair Fort Worth engineers heard a speech by Dr. James R. Killian on "Public Secondary Education" at a recent meeting of the Institute of the Aeronautical Sciences.

Dr. Killian, former president of MIT, is President Eisenhower's special assistant for science and technology.

Scrap Loss Cut as Tape Control Tried First in Paper 'Dry Run'

A new way to test perforated tape which controls cutting operations of milling machines at Convair Fort Worth is saving time and dollars by the day.

Previously, the tapes had to be tested by actually cutting into valuable metals. The metal had to be scrapped if the tape proved in error, thus raising scrap losses and cost.

Now the tape gets a "dry run" on paper—and no cost except paper is involved if the tape proves incorrect.

During test runs in the past, milling machines were tied up for excessive lengths of time, in addition to running risk of creating scrap.

The dry run method employs a scribe consisting of a stylus mounted in the machine spindle which traces the cutter path on paper, as the tape controls the action.

One dollar is the total approximate cost of enough sensitized paper to test even the most complicated tape.

Of course, with the checking being done with a stylus which marks on paper, there is no way to test the depth of the cut. But this is minor, as compared to the

complex, multiple profile cuts, according to L. H. Baumhardt of manufacturing research and development.

Hustler Vital To U. S. Defense

(Continued from Page 1)
era of transition from aircraft for defense to missile for defense, and that in such times skimping on either program would be foolish.

He recalled telling the late Gen. George C. Marshall during the Korean conflict that he thought the people of the United States would never again be complacent and drop their defenses. "Do you think I'm naive?" Pace asked the general.

"No," said the general. "I think you're incredibly naive."

After talks with Premier Khrushchev during his recent visit to the U. S., Pace concluded that the result of the visit on this nation "will depend on how we handle the situation in the future."

Earlier in the program, Convair President Naish presented the President's Award to Tom Paniszczyn of Dept. 6 for his outstanding Cost Improvement Proposal record in 1958.

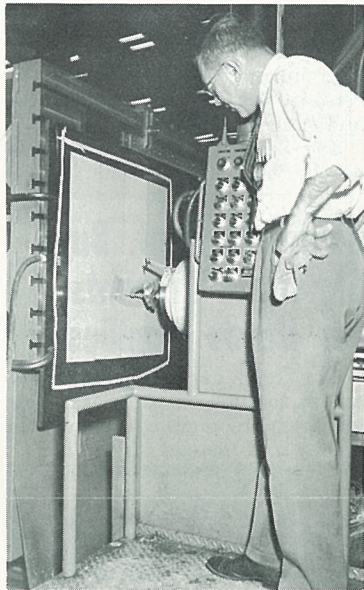
Naish also commended Convair Fort Worth for racking up more than \$1 million in savings in the "Ideas to Eisenstein" contest originated and promoted by Convairiety.

Naish said that the future depends not only upon ingenuity of design and technological competence, but almost equally as important upon cost controls.

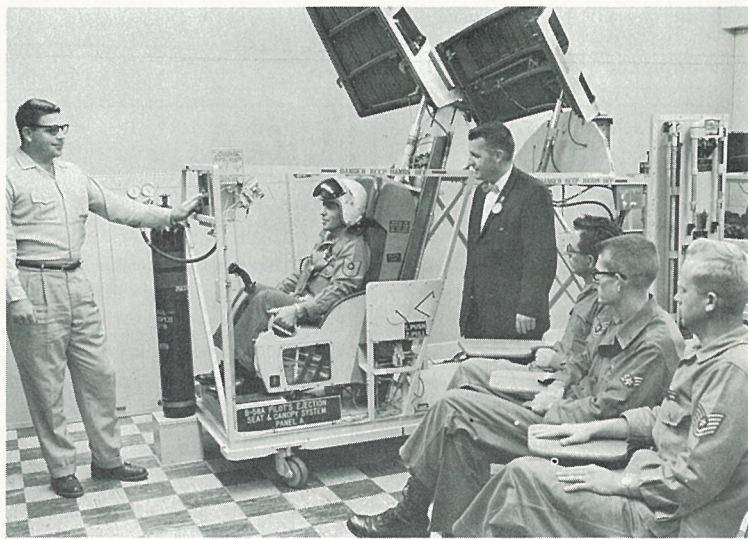
"If we're going to survive in the years ahead, cost is one of the most vital things about which we must be concerned," he emphasized.

Frank W. Davis, Convair FW manager, in introducing Naish pointed out that Naish has had experience "at every level from mechanic to president."

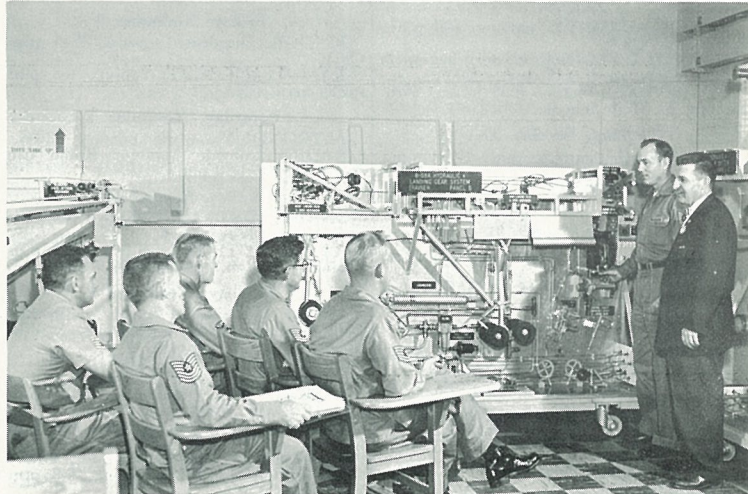
Master of ceremonies was W. E. Emish, industrial engineering manager. Sponsoring departments were industrial engineering and facilities. Club President Lloyd Gant opened the meeting.



DRY RUN—New "dry run" method of testing machine control tape uses paper instead of expensive metal. Checking is L. H. Baumhardt, Dept. 23-1.



ON HIS WAY—Only actual ejection is missing as B-58 crew member trainees practice in Convair-built ejection seat and canopy system. AF employee, K. E. Mayfield, left, demonstrates procedure to M/Sgt. A. L. Hanson in seat.



GEAR TRAINER—T/Sgt. R. C. Riley, Carswell AFB, and C. N. Main, Dept. 85-2 Convair FW, instruct AF trainees on B-58 hydraulic landing gear system, using working model trainer.



PHOTOGRAPHERS—Aaron Murray, left front, Dept. 17-2, Convair FW, gives industrial photography demonstration at recent meeting of Professional Photographers' Association held at plant. Bob Slawson, Dept. 17-2 assistant supervisor, is at right.



QUALITY LEADER—Supt. R. J. Hendrickson of inspection, right, presents quality leader award for September to Dept. 53, pod assembly, represented by J. O. Muncy, general foreman. Looking on, left to right, F. G. Bramlett, foreman Dept. 53, E. D. Routledge, W. H. Govett, both assistant foremen Dept. 53.